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. The NEW full colour 196 page Rally Design Moto



NEW RIT CAR - FORMULA WHEEL 12 SPORE - 7 x 15, E738 Available silver or black

All wheels manufactured from aircraft spec. A356 ally, to JWL standard

Raffy Design has over 20,000 coil springs in stock, rates from 80-600lbs, 2,25" (hlps), 1,9" (yellow) and 60mm (r • Priced from £14,50 £17.51 to £15,50 £23.28 each

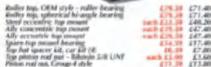
IOOK ON OUR WEISHE www.rallydecign.co.uk OR IN OUR CATALOGUE FOR FULL LISTING

A CHARLES A COLUMN TO A		
Encourt 17/1.100 springs (141 - 22%)	man ETS, 901	620.38
Emant RS springs (14) - 220Rec)	word atta. We	620.28
Corting H/O (F45 - F900b).	BOARD STREET	623,40
Capri /3.45 - 290/bii	week 419, W	£20.28
Acadhalala - 37 - 27 - 27 E E E		

Wilescool quick rolesse hall, pin strive BMD quick rolesse hall, but drive this adaptive Mountrys - 5TR otherd this adaptive CMM-Spaces - 5TR wheel BMD qc? but, spline drive, CMM-Spaces ha Boll on Q-W streeting hall, CMM-Spaces ha Boll on Q-W streeting hall, CMM-Spaces ha E76.10 E79.40 E36.00 E41.40 E76.00 E71.40 E76.00 E51.40 E54.50 E65.40 E79.30 E47.40

* CORTINA HURS ALSO AVAILABLE

		-	4
Ally hubs, Escret stel.	red.	642 Sh	ı
Binaring kill for sout	nach :	(P4.7#	1
Ally hub-cap - very smart!	nurth	16.96	
Escurt studi.	nach	CO. NO.	
Ally hulu, Group 4 type	waith a	697.00	ı
Group 4 large feating	mark.	CTLIN	i
Ally frub cap, suit Group 4	march	10.70	
Group 4 stud-back out	mar th	144.70	
Group 4 wheel aut	True Si	E2.76	



2015

+144 48	ATOMINO	A131,495
Score d-Link fears	H. 625.76	£70.60
	A 815.30	
	math EXAM	
d-Link r-language		£17,49
AMAT school 4-4 ledi AM	4 1 10 50	£791,40
None heidady d-dirik kit, hid mad conh, heidady kurn,		
attempthered haves, hig lamber	4185.00	£222.00
Faultured read hit, tissed holphi	EH6.50	E55.80
Fanhard rod &L. adjustable height	629.39	459,40
Austi fewege ldt, straight (N&1)	642.50	£52.20
Anti transp ldf, angeled (Exter MALE & all M62)	5-12,50	£52.20
Surreri Ast, superclared types; squares bear	621.36	£37,80
Barret Kill, fall type, square how	5.14.55	£41,40
Barrel Mt, outry Jull, square how	6.79,50	£47,40
Torret kill, Groups il, resend hos-	SAT 160	£78.00

World Cop X-Monthus standard	\$79.10	£111.40
World Cap Kiddembay IRid	C44 10	£179.40
Monld Cap X-Monthee Groups 4	£100.00	E209,40
World Cap brackets, X/Thore or Pinto	park \$25.00	£39.00
Change meant symmetries standard	EXT.46	£102.00
Chancis resourt somerstone, LRM	485,00	£102.06
Clumis awant lift, Ford	649.10	639.40
Chamis muscot int. Vacabail	849.30	E43.40
Charake's everabor tubling kilt icar act - 4:	\$16.00	677.80
Standard type couples recounts, a films	pmP \$16,50	EFRAU
Standard type cogice ecocots, Pinto	page 476-38	CFR.00
EStreet Replay ellary intoward hands	85,00	£7,20
Etimon datasy alady ownered hands	\$4,00	27,26
Auto dise kil	629.00	E75.40
Double width, weld on	224.30	129.40
Double width, holl-on	679.00	C35-40
Spare stoutide width clarger	43.00	\$2.60
Space alouble width subbers	27,00	£3.56
Double width Puly - 20/22 or 24mm	E5.48	48.73
Represents streat doll	I Prison	1734,00
Real face Ad, Secration (Area)	£375,000	£105.80
Compression strat kill, invalle	489.59	2107:46
Their cases real face inc. sasts & eags maskers.	\$179,100	127,40
Cap waden (4) & codil out; (2)	and 479-200	E11.46
Single minit housy stuty call has rabber	nehil/m	KT.RE
Poly single width built - 19.20, 23 or 24mm	ne542.78	63.29

BRAND NEW GROUP 4 SPECIFICATION STRUTS

	BRESTEIN THREAD - NO EXCHANGE REC	JURED
	To CEM specification, have situal loads 2 (20130) Shoot, est, through Soilt 14" springs such 23 (40.00)	ETSI.60 ET77.60
	Excert #5 min anders page 17 70.000	
	Abbreit insert, Aug., 256/407 279.50	£2.19,40
		EFF9.40
		£715.40
٠.	Philose roof roof; Group: 4 style: 471.00	ETE.80
	Shed top spring and cup to CRM dyle,	
	"EF shapeni firsh: each i 1% iii	623.40
	Ally top-cap, 'O' or 19mm hole	877.00
	1" deep spring seal, Albitoir throad such 436.36	L7.80
	3" choos spring year, fillshole floread such (19.30	
۰	Locking ring, lithium thread matrix 4.00	£4.80
	Ally Journ spring seed, 4" diameter	
	fo set 85 speings coch i 19.00	6.21.40
	Steering arms, lialt-on, to OFM forged	
	specification, ENTH: port ESA. III	681.40
	HiThey streeting areas	435.40
	Showing arm quickels for pair 270.000	671.32
	Stub ash: tandeours hit - special 5/8 outs.	
	and cages & detone washers, car kit 49.90	4.71.88
١.	Shib asle arching mit VW Group 4 style [78.20]	£23.40

Roder top, OEM style - ruller bearing	479.38	£71.40
Rodler top, spherical hi-angle bearing	279.39	171.40
Steel recentry, top mount		£46.20
Ally concentric top prount	1940 615-59	
Ally accumtric tup mount Spare-tup remand bearing	474.79	477,40
figs but spacer kill, car kill (#)	46.49	47,80
Top plints y rod put - Bibbelo Silk UNF	march £3,400	£1.60
Printen real ran, Group-4 style	417.39	£73,80

CWT 134/297/44/47/43/21 or 23	4213-00	6255.00
Differential France, plate type	E29 E.00	90.171.09
Differential Qualte, ATE type	AUT LINE	ES78.00
EN34 LSD and plate	£4/9-700	483.40
Crown whent bearing - (2) required	C14.10	£76.97
Plnion bearing - (2) required	4.175.007	472.89
Crush washer	\$ 5.700	47.00
Atlas into English half skali kit, Quarie	23,75,00	\$750.00

100		
Heavy dury, standard PCA's	page 2 74-16	641.40
TCA's with Poly Insilver	Annual Cont. Like	£33.40
OEM style standard IEA's	pair £19.38	£71,40
Rose jointed FCA's, favelta:	MARKET STATE	\$1,78,00
Adjustable rubber TCA's, in-site	pair [110.00	E132.00
DIY m-site adjusters	mark £13,30	274.60
DfY raw juinted conversion kill	April 579,19	(59.40
JCA inner bush heavy daty rubber	rach 42.90	62.40
TCA numer hunds, housey disty ratifier	march \$27,440	£3.00
Puly-ICA inner-bush	march 47-22	£6.26
Poly-TCA outer bank	meth E3.74	66.09

CW2 2:4/3:7/4-6/3/2 vatio	from £255.00	£276.80
Differential from a plate type	\$191.00	4714.60
Differential, Qualle, ATE type	ALART 46	ER16.90
Panisard rod bracket	Parcel 43, 59	64.20
Turnet, beacket, four meuent	mark (3, 28	64.30
Ally differential cover, Watty linkage	£7.15.60	E162.60
Asle Burge places	power & T. J. April	614.40
Differential skid, wide, Group 4	1.19.10	£47,40
-I-Link brankets	mark \$12,000	E14.40
Spring sadales	tom 8 \$10,000	67.40
Atlas bruce and clamps - them plate	479.78	295.40
Half moor plates, back plate differers	pair £14.00	

2:2 ratio beavy thely rack, RHD	£175.00	4215.46
214 ratio heavy thely rack, IEHD	£34%,D0	£179,46
3:2 satio heavy sluty such, (AID)	China Co.	£307.46
2-4 ratio beavy duty such, (1915)	4119.10	4191.40
2:9 ratio quick rack, 2HD		ATMES AN
2:4 satio quick rack, 2010	£10% (0)	EFFE. 46
2rd ratio quick rack, IMD	£174.00	4743-88
E-steering col. electric, Esc. 1/2, RHO or LHD	A 1915 MI	1714.00
Jr.2 ratio Qualfe such & pinner kit	197.00	£100.00
2x7 ratio Sierca ruck & pinion kit, WHD	ana, hu	683.40
21.7 ratio Sievus ruck & pinion kit, 13(1)	TAR DE	430.40
	145.50	
Streening rack resounts, facury sluty radder	page \$13.90	\$4.60
Poly steering rack mounts	per \$4,75	47.32
Steel sack clamps, OIM style	E16.80	420.16
Group if affected coupling	X 74.80	£29.16
Singra cultures to Escuri rack coupling	446.70	£23:46
ABY rock clamps lim limb required:	A21.50	£25.86
Track real archemisms (piles 80-100mms track)	MARY \$25.00	523.40
Back and refermious galas 240-260 page tracki	name of the city	£21.86
BS2000 track real years, metric to UNF taper	A 49. 19	£71.40
Mouring shaft, Effensy long - Escuri spline	174.00	
	275.00	631,49
Execut 3 atmorting bads always forgood billiet	621.80	E28.56

Spring ouar kit, front strut	4407.623.09	\$292,29
Spring and kit, year shocker	mark 171 Ok	237.00
Top-cap. 'D' or 10mm hole	BALEST EN. (8)	£11.40
Abatroot ring	Nach (Add)	65.76
Locking ring	much \$4.00	64.80
"C" Spanner, suit 2.15" springs	84.80	45.76
"C'Sparmer, suit 1.9" springs	\$4.00	E3.76
Helper seleptor, 2.25"-2.25"	28.00	673,40

Group # turreted Cream # turneted coil next	med artis	
Cream A turnetted, end more	According to \$1,000 to	EF79.46

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

ESCORT 1/2 & CAPIE		
Annier FCA	43.42	66.26
Guter TCA	£4.74	26,07
Bull Sur (TV : 24mm)	43.74	E3.29
Double width bush (20, 22 & 24mm)	4141	66.73
Single leaf front	438.73	29.83
Single leaf rear	67.87	69.44
Anti tramp frunt	48.62	47.94
Anti transp rese	43.32	46.26
Burray strain; OEM atshe	April 435, 275	£19.26

Taper leaf quing, 1-668s, 600ses with	nach promise	229.40
Poly Ireat fach	mark 430.118	F9.43
Poly rear hards	march 47,450	£7.44
5-leaf olipper, 1688bs, 2"wide	heart \$67,00	ERIT. 40
Poly rear bush	march \$17,16	E2.62
PTFL cultor kit (bult-in)	E76.30	£43,40
Linearing block life - 1", 11/2" or 2"	Journ £17.00	£20,40
	ar wf £17.80	£20.40
Spring shackles, MiL2	for set \$25,100	420.20
L' insity, including optionies	mach £2.00	E3.60
U-bolt stori piate, wit 2" springs	DWG-671-30	273,80
Li holt steel plate, sult 60mm springs	mach 271,76	£\$3:80

Ally tube street bearn, weld-on	741.56	ESS.30
Centro cumuale, standard width	£24.00	£78.30
Centre comunic, water width	215.60	£16.60
Roar lamp protectors	mark C11.36	275.60
Gearleser gatter surround	129.10	£34.20
M&2 subsectarches, front	pioir \$775.00	6736.80
Mk2 whendarches, rear - Farest	point ETT LOD	£138.89
Mik) wheelarches, rear - Tarmac +t"	pair 4129.00	£724.80
Mk2 wheelarches, onar - Tarmur, + 2*	A134.76	£167,40
Front speake short Group 4	237.29	X59.80
Rear quality Group A style	453.00	204.20
Clutch fantwal	ER (0)	£70.20
Navigator's footrest. Pyramid.	275, 30	£79.60
Nantipolor's fautrest, Professional	632.30	£79.60
Ciriver's heef plate	5.7%, 100	£19.80
Chamb prounted samp pared flows	8723.06	£779.00
Funi pumps and regulative bracket	679.79	£23.40
Femaling syst, advantig	ETA. 785	£71,40
Space wheel post & situp: - single	629.76	£28.30
Spare wheel pout & strap - double	E26, 10	£31.80
Map pocket	497.38	£21.80
Escort 2 ally instrument hismacle panel.	E14.10	622.20

	atheum WIDE FLAT	OVAL
Words style strut linece, 4thum was		
Flat oval tube - the best!	E#12.00	E/9.40
Axes style strut top plates	grade Z2-6 (W	429.40
Grarbox furned large	C74.60	£47.40
hulkhead plate	ETR. TAT	£11.40
Extensions; bulkboad plate	profes E.T. Ste	£9.60
Rear differential tunnel, long - Atla	E34.50	£17,40
Booky pilating kit	21540	£18.60
Professional body welding kit	6279.00	£15.40
Group I skidding kit - 6 pes.	644.00	\$53.40
Cassel bases, skided	pulle ETE CO.	E72.40
Reservoir tray into pleasure chambs	BF4.38	421.40
Radictor cut out pairel - Lower	E.F (60)	49.36
Radictor surround stiffying panel	- Upper Editate	£78.96
Seat encuriting kit /weld-in/	6,79,50	625,40
Charole's encounter tubing left four a	of (4) E14.50	£19,80
MRT hig wing (hubble orch: kit	E STOCK AND	£474.00
Rear variance skief	8.4.7.000	E27.36
Wheel tals, sait 13" wheels	mair 27 19 50	2797.40
tratill panels to sait tube	pair £38.60	£34.20
Charance panel - Watts linkage to	224.38	631.80
Casset strips, multi-bole, narrow	pair ET Falls	£74.76
Gasset strips, multi-isoic, wide	grain E f 2 (84)	615.36
Exhaust turned kit; 821 or LH, 4 pin	629.50	\$35.40
Rally Preparation book	2.79.50	Zoro VAT
Escort 2 rabber grammet kit, 16pc	E79.00	£71.40
Iscort 1 front sandscreen rubber	634.60	£29.90
Excort 1 rear windscreen rubber	823.92	£28.70
Succest 2 front mindscreen rubber	C79.48	E14.90
Escort 2 reat windscreen rubber	129.00	£34.90

CROUP 4 CHASSIS MOUNTED SUMPGUARD, from WITH FUIL HITTING RIT 'SUR3' ally shee!

11 FS 00 ET 53,00



and the second		- 4
Wilwood Powerlide 4-pot caliper	NAME OF	£197.49
Wilwood Middire 4-pot caliper		£757,40
M16 calipne brand new	E 275, 476	£47.40
lock tales, etainless, M16 caliper	41.70	DAME
Sierra hurdheake calipes, brand own	E73.39	493.49
Wilwood WSA calipre, 6-pot		E212.69
WILWOOD BRAKING KITS		
Except 265 x 16, Powerlife	£246.29	E319.42
Except 247 x 20, Middlife	Edito TV	£512.56
Except 285 v 21, MidNey	1525.14	E670.17
Excort 246 x 16, hydra-mychanical culiner	CH1.79	6299.67
KITS AVAILABLE FOR CAPIL, CORTINA & SIER		
AP Forest brakes kit, 266x27 disc.		CT074.00
Salance har pedal box, Mk1 cable	\$100,500	E227:40
Ralance bar pedal bux, Mk I hystraulic		1258.00
halarce har polisi bux, Mk2 cable	A \$400,000	1,227,49
Salance har pedal box, MR2 hydraulic		6258.00
Pedal rubbers, sult Escort 1/2	mir &7.89	69.36
Liniversal balance har bee	4 T 2 L 400	£158.40
Kit car prelat box - (1) cylinden	ATTEMPT	
Escurt bruke light unitch	£1.50	
Salarce har assembly (including bearing)	421.59	
Dash adjuster, Besi - 3B	\$21.59	
Danb adjunter, Seni - Sft	421.39	
Dash adjuster, steed tube style	£21.10	
Reservoir pol, 7/25 UNF patlet	474.37	
Reservoir and much per matter	171.50	
Reservoir poi, push on outlet Hoat level indicator to suit reservoir pots	49,59	
Reservoir - tandem chamber, trai buffor	£26.50	
BMD remote mater cylinder (9.525, 9.79 or 0.75)		625.89
BMD revote mater cylinder 4.7"	621.59	
Wilwood remote master cyfloder	221.20	223.00
8.625, 8.70 or 8.75)	£36,59	631.00
Wilward remote master cylinder (6.500)	675.59	£47.40
Wilmood remote master cylinder (6-813)	439,50	
Whatsof integral reservoir master cylinder	6.78.57	
(9.625, 9.70 or 9.75)		
Hisar level indicator. Fits any Girling/Wilherood	47.50	£71.40
integral reservoir colonder	27.470	£4.68
Clevic assembly - E/16 UNE fils master cylinder	£1.49	
Proportioning valve, knob style	\$44.59	
Proportioning salve, lever slyle Proportioning valve, inc. broke switch	£35,59	
to be believed displaced made mades or finder	214.00	87.1.50
NEW Withroad limited space master cylinder SEL (3% WEBSET accordingly-master)	444.70	474.76
Ally handbrake, Cemp 4, hortsoutal	\$63.7W	
	£76.50	
Ally handbrake, vertical	679.79	
Ally hamiltenin, tall enrical		£797,46
Mydraulic mechanical colde attachment	6,94,00	
Mydraulic handbrake conveysion kil	8.87,49	£45.00
Standard Escori handbrake	£74.30	
By oil fundbrake conversion	ech £1.59	56.68
FULL RANGE OF EURPEAN BRAKE FIFTINGS		
Goodridge, Euroquip 600 hose - dails limbr	64.59	£5,40
Goodridge, Eurograp 600 hose - slash destr	45.19	67.89
M16 calipers (solid des) new:	AP E. T. LEG	
M26 calpiers twented disc) new	ar EVELIN	
Sierra rear calipers, inc. handbrake	PIEFFIRE	
Encurt version discs, 247 s 20	679-70	£23.40
Except vented discs, 247520, a drill & growed	W E35.89	£70.80
lock tals, stairdes, Group 1 discs	£1.40	67.68
	ST 8.79	£95.48
	rh E74, 311	
	IN EZILITY	£28.29
Caliper spacer kit - verded, M16	621.39	
Caliper quacer kit - vented, Princess	\$29,00	£35.40
* FEEL RANGE OF MINTEX 1144 & 1155 PAD	S IN STEE	K

REAKS PIPE KITS - GCKHIRITES fucurt M&1, 3 Eines fucurt M&2, 3 Eines Capel M&2/3, 3 Eines 145,79 £34.95 145,79 £54.95 141,79 £54.95

Secori Mk2, 78 on, with serve Scort Mesico Mk7 Secori Mesico/RC2000 Mk2

* FLIL BANGE OF COPPER PIPE UNIONS INCLUDING 1 & 4 WAY AVAILABLE

ESCORT MK1	· POP QUALITY I/GLASS	
Beened with esternal	294.0	# 4218.00 T
Boot with internals	483.0	£98.40
Front specifier	5.94.0	£40.86
Mexico 'eyebnow' ext's	par 629.0	634.80
Quarter Europers	pair £11.3	£49.26
ISCORT MK2		
Beaton's with anternali	£ 10%.0	£7.38.80
ficor with internals	479.0	4.94.80
Bood with introvals and	spoiler 291.1	4716.80
Front spoder	841.0	£46.86
Front spodur a state Quarter humours	par 111.1	£29.00
Front bumper brackets.		
Rear humper brackets,		
was mamper eracares,	any part & to	211,40

OHC FR12 kit	4363.43	1716.14
OHC REST kir		1384.23
OHC FREIR HIT		E116.14
OHC RE32 MF	4324.21	
OHC ally versier	452.40	\$7.70.NB
X/flow duples vernier	4390.41	6724.14
OHC camp, cam helt	624.19	
ARP can real insits, CIFIC	249.29	
X/flow sheel can roof bolts	E64.61	\$72.01
CHIC 12 point flywhret bolts	8.765.60	E34.06
OHC 5 licht foretwel not	278.61	622.15
X-Row 6 bull Bywheel net	629.75	625.40
ONC WEHIC, oil pump	CRAL	£94.38
CHEC 14/P oil pump	4.98.82	660.90
K/Sow H/F of many	04.7.50	675.58
X/lion H/E H/C, cal pump	647.61	£39.13

WCP solid state pump. 20gph WCP intersprier pump, 20gph WCP intersprier pump, 20gph leptcompump, Mosch 044 type leptcom pump, Mosch 910 type leptcom pump, Mosch 910 type leptcompump, washes 1, 48bst all.	629.00 629.00 627.02 628.13 630.19	£22.88 £34.80 £34.80 £44.78 £39.78 £38.62
	£19.40	£21.40 £21.40

MANIFOLDS	
R\$2000, 21/4", 3-piers, 4-2-1	T149 17 X167.25
N/A Copports, 21/4", 3-prece, 4-3-1	ETER.98 £200.78
Hir Astra - Favort, 21/4", 4-2-1	EXAT. ID: £277.00
His Zetuc - Escort, 4-2-1	1141.m £174.24
X/fioe: 21/4", 4-1	EXTE. 78 £1.79, 79
#52000, 25 4-2-7	EYZX.42 E140.11
X/flor, 27 #-2-1	£84.56 £700.92
SYSTEMS	
MS2000, 21/27 two how, right hand	EXPRIT FIRE OR
R\$2000, 21/2" single lion, right hand	ET34.61 E149.06
RS2000, 21/4", turn how, lots hand	E316.14 £779.29
R\$2000, 31/4" twist how, right hand	ET NO. 10 1730.68
R\$2000, 21/4" simple from right hand	EYAT.64 £121.97
R52000, 27 twin box, left hand	E79.88 £95.04
X/Sion, 21/4"; Iwin bex	ETTE 16 - ET 29, 29
X/Row, 2" twax how	\$73.60 E87.12
To the state of th	



 (4) Cham's stands and body takes,
 strengthening plates COMPLETE CAR RIF

Wall brackets; chassis

FEV mechanical, 2.35hr Hami Indi, 1.75hr Hami Indi, 2.4hr Kadgot hami beld, 2.6hr

HALID ESEAD CPLID ESEAD

_				
	Competition value lubricant s 250	and to	in	17.50
	Octore Plan x.25ttral		de	£5.3
	Direct Preser Breakment's 25ftml	64	29	25.13
	Gear oil v 18te	h = 472	Altr	£14.80
	Forgiore sull y 1880	Second St.	10	45.34
	Assembly Julie a Titr	23%	14	612.4

HOSE KITS IN BLUE OR BLACK

E62.54 E74.81 E18.27 E69.86 E15.56 E76.41 Mk I Mexico - 5 hoses Mk 2 RS2000 - 5 hoses Special hose, bein sidedraughts

We have the largest stock of quality blue alican hose in the UK at the best possible prices! Check our website www.rathylesign.co.uk or catalogue for full listing. Every size in ex-stock.

A REAL WINNER FROM RALLY DESIGN! TOP QUALITY, LOW PRICE.

£15.50 £19.60 £18.50 £59.60 £19.50 £59.40 £19.50 £71.40 £78.50 £94.30 Full range 7 rose s 22 fmen
of installation kile in 13 rose s 23 fmen
tubber or stainless ford 15 rose s 23 fmen
Escart kil 19 rose s 23 fmen
from £17.00 £43.48 25 rose s 215 fmen



6135 JW £191.46 £83.65 £29.95



Excert Mk1/2 /X-Flow), (witt core \$763.50 £203.52 £763.60 £202.52 Excert M&2 RS2000 (Pints), heir core £763.60 £202.52 Universal (Kil Car), single core £16 Ltd. £201.52



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T9" GEARBOIL

Hydraulic chatch cylinder Release hearing to suit Cylinder amunt, Type 9 Space scal kit Phote kit with blood facili



Clutch cable, Mk1 Excert (72 - 74) Clutch cable, Mk2 Excert (75 - 80) Clutch cable, Excert Mexico/IIS £9.35 £11.76





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Anglia 105e rear quarters£100 each
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Fiesta MK1 roof (no sunroof) £8
Escort MK3 roof £10

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Escort MKI bonnet/wing rubbers	£15
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Escort MKII RS2000 inner wings	£250 each
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Escort MK1 quarter bumpers, steel chromed	£123 a pair
Escort MKII RS2000 nose cone brackets	£30 per pair
Escort MKII RS2000 rear bumper corner brack	ets.£15 per pai
Escort MKI rear quarter panels	£550 each
Escort MKI & MKII full floor pans	£550 each
Escort MkII standard rear tubs	£140 each

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Escort MkII standard rear tubs	£140 each
Minilight style wheels 10x13 4 of	
Compotive 8x15 mo alloys with tyres	£395
Escort Mk1 RS alloys x4	£240
Sierra Sapphire safety devices. Bolt in cage, as nev	
2 litre Pinto engines, less sump and carb, from RS1600i 5-speed gearbox	
XR3/XR3i 4-speed + 5-speed gearboxes	
5-speed type 9 V6 gearbox	
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Various Atlas crown wheel+pinions	
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Anglia+MkII Cortina	£30 each
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Mkl and Mkll Escort engine crossmembers	£35
Mkl and Mkll Escort steering racks	£30
Mkll RS2000+1600 Sport anti roll bar (22mm)	£30

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NEW ITEMS FOR SALE!!	
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MK1 Mexico genuine Ford wings	£1500 a pair
Escort MK2 RS2000 washer bottle bracket	£15
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Escort Mk1 & 2 compression strut kit	£100
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Mkl + Mkll Escort new windscreens	
Std MkI Escort track rod ends	
MkII RS2000 track rod ends	
Mkl+Mkll Escort + Capri, complete with poly brus	
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Bolt on double width kits	£37.50 pr
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Twin Cam anti-roll bar	£65
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MI6 caliper spacer kits	£32 kit
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Mkl Escort quarter bumper brackets (set of 4)	
H4 halogen headlight kits	
2-up 2-down lamp brackets MkI + MkII Escort qu	
Alloy Mkl + Mkll Escort bonnet pins	
Mkll adjustable in-situ track control arms	
Alloy navigator's footrest	
Goodridge brakehose kits	
LH + RH MkII Escort rear lenses	
LH + RH Mkll Escort complete rear light units	£16 ea

Straight + oval strut braces	£40
Complete brake pipe kits	£P0A
Bonnet pull cables	£16 ea
Panhard rod kit	£65
Mkl + Mkll Escort, bias, pedal box	£230

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Sierra 3 door Cosworth rear quarter panels. Us	ed from
	£150 each
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Escort MK3 + Mk4 bonnets from	£30 each
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Fiesta Mk1 + Mk2 + Mk3 tailgate from	£40 each
Escort MKI boot & bonnets from	£60 each

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THIS MONTH

Out and about with our band of Blue Oval-loving writers and photographers.

BRYN

CONTRIBUTOR



No stranger to drift events, this month Bryn's been down to Bristol to photograph Rich Bishop's bonkers Estate. Page 8.



ADE

STAFF WRITER



Ade will go anywhere where there's a Capri involved, particularly a Series X. Check out the X-pack goodness on page 38.



MARC

CONTRIBUTOR



We wouldn't quite call him a white van man, but Marc does love a classic Ford commercial, like this 300E. See



How To Contact Us

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RALLYCHAMPIONSHIP Historic rally Mk1 and Mk2 Escorts tackle the Severn Valley Stages.

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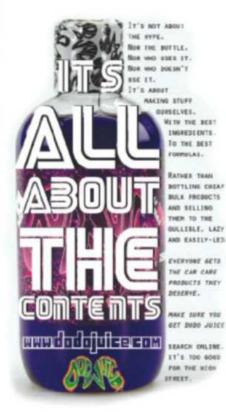


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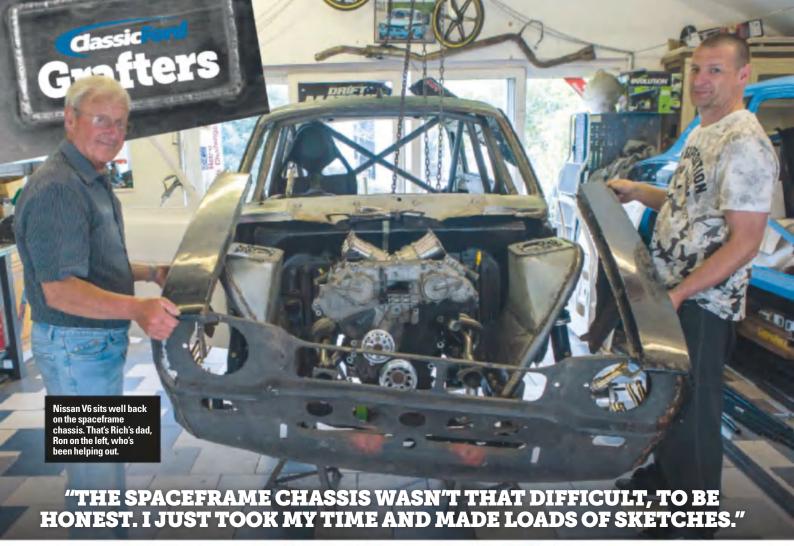
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Welded and limited-slip diffs await abuse.

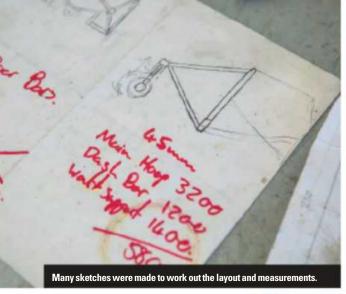
Why drift an Estate?

I've always wanted to build one — even before I started doing the four-door. This one came as a complete but rotten car, which was perfect for what I wanted to do with it.

So, a spaceframe Escort chassis — where do you start?

I bought a jig, and then found all the measurements for a standard Mk1 Escort on the internet. I put the axle on a pair of stands, worked out where the link boxes were going to go, then gradually worked my way forwards to the front of the car. My dad, Ron, who's built a few kit cars in his time, came round to help me set out the width of the chassis rails, which are made from 2.6 mm, 18-gauge box-section steel, and my mates, Burnie, Jase and Matt helped out by holding, hitting and bending. It wasn't all that difficult to be honest, I just took my time and made loads of drawings — at one point the garage walls were full of sketches.







What about the roll cage?

Matt Urch from Urchfab (07551 005 940) came round to help me with that. I showed him my sketches, he tweaked the design a bit, then set up the main hoop and made the front section for me, and I did the rest.

How do you make the chassis work with the Estate shell?

That was the easy part. I stripped the Estate down to a bare shell, then put a strap around the roof, winched it up, then cut the floor out with a plasma cutter. It's attached to the chassis via outriggers welded to the strengthened inner sills, and the bulkhead is actually the rear section of a Fiesta floorpan — Gary Martin at Retro Motorsport told me about that one! I really enjoyed the fabrication stage, it's all the fiddly jobs that are left to do that I'm not enjoying so much!

Are you still using Escort running gear?

Mostly, yes. The Atlas axle is six-linked with Escort turret boxes attached to the chassis. The front end is the same as the set-up I had on the four-door with repositioned towers featuring adjustable top mounts, Escort-based Gaz coil-overs, and heavily-modified bottom arms, steering arms and anti-roll bar to give much more lock. The engine and 'box are a different matter, though.

No Duratec for this build, then?

The last engine I had built for the four-door went like stink, but it lacked torque. This time around I wanted something with grunt. I think V8s have been done to death, so I settled on looking for a V6 — something fairly cheap I could chuck in the car and bolt-on tuning parts to. A mate pointed me in the direction of a VQ35, 3.5-litre V6 from a Nissan 350Z that was for sale complete with its six-speed 'box. I got to drive the car before the engine was removed and decided it would be perfect. As standard they're just under 300 bhp, but I've sourced the throttle bodies, exhaust manifolds and it'll run on an Emerald ECU. The 350Z weighs 1800 kg, and I'm aiming for 900 kg for the Escort so it has at least twice the power-to-weight ratio. It should be doable — I've just picked up a pair of glassfibre door and bonnet from Old Ford Autos (01344 422731), which will help.

The manifolds face the 'wrong' way?

They've been turned around to clear the bulkhead. I don't want the exhausts to run





under the car as they'll just get ripped off, so at the moment I'm working on mounting a big silencer between the engine and radiator and having side-exits under the front wings. It'll work as long as I can get the heat out of the engine bay.

How is the finished project going to look?

From a distance, like a very low Mk1 Escort Estate. It's got to be road legal so will run lights and much of the external trim, along with these 8x13, Compomotive CX alloys—I'm currently stretching the standard wings to make them clear the wheels, which is a struggle as the front track is wider than a standard Escort set-up.

And the paint?

I'm a big fan of the Lotus Cortina colour scheme, and my son, Isaak downloaded the Mk1 Ezzy Modifier phone app, so I've been playing about with Ermine White with Sherwood Green RS2000 stripes but with a black roof. But then as the Escort was originally green, reversing the look would work quite well, too. I've also thought about having a one-off carbon fibre roof made for it — I was speaking to Paul from Carbon Nuts (paul@carbonnuts.co.uk), who supplied the dash, at the Classic Ford Show about it, and he didn't say no...

When will the project be finished?

It should have been today! I'm off to Driftland tomorrow for my birthday weekend bash, but I'm taking a BMW now instead. The Estate will definitely be ready for an event at Anglesey in October, though!









CLASSIC INVASION

Old-school Blue Ovals take over Ford Fair

EUROPE'S BIGGEST & BEST FORD FESTIVAL

he Classic Ford Show is heaven for lover of old Ford sheetmetal, but if you've never been to its sister show, or indeed have not attended for a couple of years, then you're missing a trick.

Head over to Silverstone Circuit on Sunday, August 2 for Europe's biggest and best Ford event, and situated right in the heart of the show you'll find the Classic Ford Zone.

Heading up the displays will be some of the finest standard and modified feature cars that have appeared in the magazine over the past year. Plus we'll be celebrating the Mk2 Escort's 40th birthday with the monster collection of stunning examples.

THE FACTS

When:

Sunday, August 2

Where:

Silverstone Circuit, Northants NN12 8TN, UK

How much:

Advance: £18 (Gate: £23) Track time: £30 per session (booked in advance)

Advance tickets from: www.fordfair.co.uk



HOMEBUILT HEROES

Also making a welcome return is the Homebuilt Heroes section where we profile readers' DIY builds, with all of the examples featured in these pages over the past 13 issues, all in the running for a prize courtesy of series sponsors, Burton Power, who'll be choosing their favourite car of the day.



The Souvenir Edition is this year's Showguide and features a comprehensive review to what's going on at the show with maps, guides, times and bonus features. In this 100-page magazine you'll find everything you need to know about getting the most out of your day! From finding your favourite car club displays and trade stands to what track action and other entertainment will be on at the show!

There's also plenty of bonus features including posters, more event discounts and some epic feature stories on some of the best Fords from the UK!

You can order your exclusive Showguide from www.fordfair.co.uk and collect on the day of the show. It's half-price, too — just £2.50 in advance.





CAMPING AT FORD FAIR

Why not make a weekend out of Ford Fair and camp over? Ford Fair camping is located at Whittlebury Park Golf & Country Club, situated next to Silverstone with private paths into the circuit. Camping is available to book in advance for just £12 per person or can be bought on the gate for £15 — kids camp free.



YOUR GARAGE?

New DIY classic garage opens in Oxfordshire

A new classic car workshop has opened its doors for business in Culham near Abingdon, Oxfordshire — only this is one with a difference.

This Is Your Garage is a self-service workshop and car club, and the workshop building is fitted out with two-post and four-post ramps enabling any enthusiast to tackle the majority of repair tasks easily. In addition, each ramp bay is equipped with a full complement of tools available for the enthusiast to hire along with their ramp time. Other equipment available includes oil drainers and workshop tools so that almost any job can be tackled with ease and in the comfort and safety of

To relax away from the workshop area, there is also a Club Lounge, where you can relax with bar servery, pool table and copies of old car mags. Sounds great! To find out more call 01865 407757 or go to http://thisisyourgarage.com/



widow, Deidre and baby son, Rory.



Mann Up Alan Mann Racing now doing historic race car prep

Fifty years after it was created, legendary race team, Alan Mann Racing, is shifting the focus of its business to offer historic race car preparation to customers. Alan Mann Racing will continue to race its iconic red and gold-liveried cars, but the addition of customer car preparation will ensure that the knowledge possessed by original team members about how best to prepare legendary Fords of the '60s will now benefit private owners. Original team members that worked for Alan Mann in the '60s will be consulting to make sure privately-owned cars benefit from the winning formula that has made Alan Mann Racing one of the most well-loved teams in British motorsport.

Alan Mann passed away in 2012, leaving his sons Henry and Tom to make a choice: let Alan Mann Racing fade away or breathe new life into it. Their choice was not only to continue to race, but to create a red and gold revival. "Not only will this keep his name alive, but it will ensure the famous Alan Mann Racing livery is seen on the track long into the future," reckons Henry Mann.

Find out more at www.alanmann.co.uk.

Looking more like a scene still from a period film set than something taken in 2015, this image of a Mk1 Capri (and Daimler) was sent in by Andy Bradley.

"The very sorry-looking Mk1 Capri 1600GT has been sat in that garden since the early 1980s on the Wirral," reckons Andy. "The sunroof has collapsed into the car and filled it with water. I'm not sure if it's saveable."

Spotted an unloved Ford on your travels? Email photos to classicford.ed@kelsey.co.uk.





ON TOUR IN 2016

Classic Ford Tour details revealed

Always wanted to take part in the annual Classic FordTour but fancied something a closer to home? Details of next year's tour have been announced and we're off to the Isle Of Man! Taking place over the weekend of Saturday, April 30 to Tuesday, May 3 2016. The price is £299 per person and includes the return ferry, three nights' accommodation, and a special Classic Ford rally plate. Call 01732 879153 to book.





IT'S A DATE!

Looking for our events listings? For July and August listings turn to page 66. For a full rundown of 2015 shows and events, go online: www.classicfordmag.co.uk.

Club Plug

"Capri World is a Facebook page and group dedicated to all things Capri," says Paul Wilshaw. "I created the group a year ago and have so far seen it grow into a worldwide membership of over 2600. The group offers advice, banter and great photos. Find it on www.facebook.com.





Where to go in July

Old Ford Rally

When: Sunday, July 19

Where: Heritage Motor Centre, Gaydon

CV35 0BJ, UK

What's going on: Love pre-1991 Fords? The long-running Old Ford Rally always attracts a strong gathering of classic and period-modified examples from the '50s and '60s and now that the organisers have expanded the age-range, a good turnout of modern classic Fords, too. There's always a particularly good autojumble, and over 400 cars have already been entered for this show in the grounds of Heritage Motor Centre. It's also the venue for the Lotus Cortina Register's National Rally this year, so if you love your green flashes, you're in for a treat.

How much: Adult tickets are £12 on the day and include entrance to the museum.

Find out more: 01926 645033

www.heritage-motor-centre.co.uk/event/old-ford-rally

COMING UP

What's inside the September 2015 issue?



This year sees the mighty Cosworth YB engine celebrate its 30th birthday and so in the September 2015 edition we're giving over issue to this incredible powerplant, with special features, outrageous and stunning YB-powered Fords plus. And if 16 valves and turbos are really not your thing, then fear not, as they'll be top features on a Mk2 Cortina, awesome drag Capri, and much more.

The September 2015 issue hits the newsstands and is available to download from Friday, August 14. Why not subscribe to make sure you don't miss out? Check out our latest subscription offers on page 94.

Free stickers!

Bombard your life with decals

They're back, and soon to be adorning the windows of your classic Ford, along with your toolbox, lunchbox or whatever else you see fit to stick one on. For your free Classic Ford sticker, simply send us a stamped, self-addressed envelope to: Classic Ford, Kelsey Publishing, CudhamTithe Barn, Berrys Hill TN16 3AG, UK.







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PRODUCTS

THE LATEST, GREATEST BITS FOR YOUR CLASSIC FORD

MK3 FIESTA COIL-OVER KIT

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with a high viscosity index multi grade oil to prevent cavitation and reduce fade under racing and track day conditions.

Contact: 01268 724585 www.gazshocks.com



From £349 Cobra Seats

This classically-styled bucket seat has been detailed to the individual requirements of the people behind the Players series of events.
Featuring high-sided shoulder support with generous width makes it comes upholstered in black, soft-grain vinyl and traditional corded centres, with Cobra's extensive fabric, vinyl and leather Signature options.

Contact: 01952 684020 www.cobraseats.com



½ INCH DRIVE SOCKET SET

£32.99 Ford Tools

This 20-piece kit includes a 1/2 inch drive, high-strength, 72-tooth ratchet featuring a rubberised ratchet grip with the embossed Ford logo, for precise use in tight areas, plus 18 Metric sockets, a 125 mm extension bar and rail storage to keep everything together. Neat. Contact: 028 9122 8089 http://tool-brands.co.uk

MESH INTAKE COVERS FOR DCOES

£41.40 pair Webcon

Want to retain the period look under your bonnet? Webcon are now doing domed screens for 45DCOE, 44/48IDF, 48 DCO/SP and 48IDA carburettors. These are simple mesh

domes that are an ideal alternative to

running with open trumpets, and offer a basic level of debris ingress protection. The domes are supplied in pairs and are a push-fit into the air horns, and are able to be adjusted slightly with pliers to suit slight variations in air horn diameter.

Contact: 01932 787100 www.webcon.co.uk







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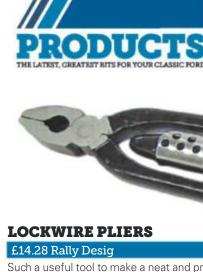
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Muc-Off Tyre Foam is a one-stop treatment for the sidewalls of your classic Ford's tyres. The foam is formulated to be applied quickly, so it can work its magic instantly, removing road dirt and dust, and leaving the sidewalls black, shiny and apparently smelling fresh!

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This great-valve, Ford officially-licensed set includes three slotted screwdrivers, three Phillips screwdrivers, one bit driver, 13 driver bits, the adapter bit, nine ¼ inch drive sockets, and a useful magnetic bowl so you won't lose the bits and screws while you work.

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ans of rallying and the WRC will need no introduction to Rally Day, the UK's premier rally car show, which incredibly celebrates its 15th anniversary this year.

The show will take over Wiltshire's infamous Castle Combe Circuit, one of the UK's fastest and most challenging circuits, on Saturday, September 19, and will bring together a potent mix of on-track action, trade areas and club stands.

Conceived and evolved by rally enthusiasts, Rally Day gives visitors a chance to enjoy the spectacle of seeing a wide range of rally cars, and rally stars, in an open and spectator friendly environment. It comprises live action on the track with static displays in the paddock, and has something to offer everyone from the rally enthusiast to a family looking for an enjoyable day out.

On-track action comes in the form of professional driving demonstrations, track sessions, rally car rides, circuit parades and a feature rally car stage. Off track there are a host of displays where visitors can have a close look at some of the world's most iconic rally cars, which have made rallying history through the years. With a whole hot of extra 15th anniversary celebration features, this year's Rally Day is shaping up to be one of the best yet.

See you at Castle Combe on September 19!

WHAT'S ON

15th anniversary features
World-class rally cars
Clubman's Stage
Feature Stage
4x4 Rally Raid Zone
Passenger rides
Interviews and autographs
100s of club cars

SPECIAL GUEST: ARI VATANEN!

1981 World Rally Champion, Ari Vatanen will be joining the show's 15th Anniversary Celebrations this September!

One of the original Flying Finns, Ari cut his teeth in the frenetic world of the British Rally Championship in the '70s before progressing to the world stage soon after. The trio of Ari, co-driver David Richards and the David Sutton-prepared Mk2 Escort proved a potent one, eventually culminating in that stunning drivers' championship victory. This marked the first (and so far only) time a Ford driver has taken overall honours, and it only served to underline his formidable driving talent.

Ari last came to Rally Day in 2006 and wasted no time in jumping behind the wheel of his championship winning Rothmans Escort. We can't wait to see him back behind the wheel of a Mk2!





RALLY DAY 2015: THE FACTS

When:

Saturday, September 19, 2015

Where:

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How much:

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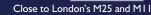
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The Long

It's taken almost 12 years to get there, but perfectionist, Patsy McNally now has the Mk1 Escort of his dreams.

Words Marc Stretton Photos Paddy McGrath

"WHEN THE GARAGE DOOR OPENED, THERE WAS THIS MK1 ESCORT SAT THERE. I HAD TO HAVE IT"

fast-road toy





atsy McNally's love of Escorts comes from a ride in a Calypso Green Mk2 RS2000 nearly 40 years ago. "When the lad driving went in to a corner and put the thing sideways I ducked my head and covered my eyes," says Patsy, from Omagh in Northern Ireland. "My first thought was that my life was about to end, but then as the car straightened and sped forward I knew I was hooked. The trouble was that at 17 and with no money, my mates and I could only afford rotten old Japanese things, which were dirt cheap, but I promised myself I'd have an Escort as soon as I had the money."

Young Patsy moved over to Northamptonshire to work driving construction machinery and stayed in the UK for the next 20 years, but at first funds still wouldn't allow him to get the car he longed for. "Even so," he says, "I went to many shows, and was close to Santa Pod, so saw lots of modified cars and would take notes of what people were doing to their Escorts, just for future use."

Coming home

In 1991 Patsy finally had got enough cash together and bought his first Escort – a Mk2 Mexico and he was finally driving the car he'd longed for. And when he moved back to Northern Ireland in 1999, a red RS2000 fed the Escort addiction.

"When I was building my house back here, that RS had to go to pay for the Tarmac around the place," he says, and I'd be waiting for a long time until I could afford another RS, but in 2010, with the mortgage sorted, I bought a rare Salmon Pink RS2000 off my brother – the thing was immaculate and beautiful.

During the times between RS2000s Patsy wasn't completely Escort free, though, as in 2003 he'd bought a Vista Orange Mk1, built up as a sprint car to play around in. "I'd been up at the Kilrae Classic Car Show the year before," he says, "and up in the car park this orange Escort was spinning itself round. With a stripped-out interior, roll cage and bucket seats, it looked like a lot of fun. About a year later I was checking out AutoTrader and went to see a Mk1 advertised in it. When the garage door opened, there was the same Mk1 sat there. I had to have it, and yes, with a 1700 Crossflow with Cosworth and Millington internals, that Escort was as much fun as it had looked."

Patsy used the Mk1 until 2009, until the paintwork started to show signs of micro blistering, and he took this as an excuse to go for a full restoration, with a build-up taking the car back to a street race-spec rather than the full blown racer it had been. The main contractor for this work was Damien McLaughlin, who took the Escort in, stripped it to a shell and had that soda blasted.

Blast first

The soda blasting, unlike many Escort restoration tales, revealed that Patsy owned a very tidy and solid Mk1 shell. "The car had belonged to a lady for the first 30 years and must have been looked after well," he says, "as the rust damage needing repair was a small patch on one inner wing. That didn't mean Damien's welder was put away after an hour, though, as there were the holes left by





















the roll cage's removal to fill in, and Patsy wanted a full Type 49 strengthening kit adding, plus the chassis skids, boot floor stone deflector, anti-tramp bar brackets, double strut top plates and a battery tray in the boot. A pair of RS2000 front wings came next, with the back arches rolled.

Painting the finished shell, inside, outside and underneath in five coats of Vista Orange was taken care of by Dermott McCann and once back with Damien the build-up could take place.

"While the bodywork was getting sorted, Damien and I had sat down many times to discuss what parts would be needed for this," Patsy says, "and he'd been in touch with suppliers all over Ireland, the UK and even further afield gathering the bits required. The idea was to build a quick car, but not a full-on racer as it had been, so the brakes and suspension would be top-spec modified Escort kit – Hi-Spec brakes, a rear disc conversion, a bias pedal box, coil-over front suspension, anti-dive kit, a Twin Cam anti-roll bar, anti-tramp bars and so-on – while the exterior and interior would be period styled. To achieve this Patsy has spent a fortune buying new

parts where possible, or the best second-hand if that wasn't available. All the door and window rubbers, bumpers, lamps, catches and glass were replaced, and details right down to the underbonnet and boot stickers, plus an original jack and jack bag are in place.

Inside out

Inside the bucket seats have been replaced by a beautifully retrimmed set of original Escort seats (done by 'retired' upholsterer Johnston Doole) and there's brand new carpeting, door cards, headlining, kick panels, parcel shelf, sun-visors and an iconic RS three-spoke steering wheel. The dash is based around the 140 mph RS1600 six-dial binnacle, but it's the tiny touches that make this cabin a special place to sit – there's a period radio, the as-new switches came all the way from Poland, and then there's the fluffy dice! Rarest of all, Damien found Patsy one of the 'ice scraper' centre consoles, which came in the RS1600.

Working back to front on the drivetrain, mechanically everything has been stripped, cleaned and fully rebuilt. The rear axle is a Mk1



Cortina casing with Tran-X LSD, a 3.54:1 ratio crownwheel and pinion and Anglia half-shafts. The single-piece prop connects the axle to a fully rebuilt Sierra Type-9 five speed, with all new clutch components inside an alloy bellhousing. Spinning all this up is the stunning-to-look-at and equally well put together Crossflow, which was rebuilt for Patsy by Peter Lilburn at Lilburn Engineering in Londonderry.

"When the engine came apart cracks were found in two of the pistons," Patsy reports, "but no damage was done to the block, so a new set of Cosworth pistons went in on Millington rods. The big-valve head is ported and polished and the cam is a Piper 174/106 with double timing chain, BDA valve springs and high-ratio roller rockers."

"Another of Damien's contacts, Roy Brown bead-blasted and rebuilt the Dell'Orto 45 carbs. The finished engine was rolling-road tuned by David McRory at DS Autos in Antrim and between Peter, Roy and Davy they have produced one of the sweetest Crossflows I have ever known," Patsy adds. "It's got around 145 bhp, but is as quiet as a sewing machine. A couple of pumps on the throttle and it fires straight up and will sit ticking over all day with no lumpiness, like you get with some."

"The key to the excellence of the car really has been Damien's attention to detail," Patsy concludes. "The wiring loom, for example, which he unpicked and recoated with the correct Ford grey tape, before hiding most of it from sight. I couldn't rate the man more, and even though we talked a lot during the build, much of the time I left him to get on as he saw best, knowing the level to which it needed to be done... we're both perfectionists, that's for sure," he laughs.

Not going out

With the Escort complete and delivered back to Patsy in March 2015, it now takes a pampered pride of place in his garage, with the wheels on coasters to prevent flat-spotting the tyres and it's protected by a top-quality car cover.

"I must admit the car hasn't been out much so far," Patsy admits, "as the build has turned out so well, I'm kind of worried about using it, and have just bought a Mk2 1600 Sport to keep the Escort driving addiction going. Every week or so I get in and run the engine up to keep it ready though," he says, "but most of all the Escort will be kept to pass on to a special person — my boy Ciaran who is 11 years old now. I upset him when I sold the Salmon Pink RS2000, so this one is being kept for when he's old enough."



1600 Crossflow Sport block, bored out to 1740cc, Cosworth pistons, Millington 5.23-inch rods, Piper 174/166 cam, Piper double timing chain and high pressure oil pump, BDA valve springs, one-piece steel valves, ported and polished head, high-ratio rocker shaft, Cosworth rocker cover, twin Dell'Orto 45s with 38mm chokes, trumpets and mesh filters, high-torque starter motor, H&H electronic distributor and coil, 105Speed stainless-steel manifold and exhaust, large header-tank radiator, new period hoses with period clips, alloy catch tank, Facet Red Top fuel pump, Filter King regulator

Transmission

SierraType-9 five-speed, alloy bellhousing, Rose-jointed quickshift, single-piece propshaft, Mk1 Cortina axle casing, LSD, 3.5:1 ratio CWP, anti-tramp bars, Anglia halfshafts

Suspension

Front: Bilstein dampers, coil-over conversion kit, 12 inch 130 lb springs, roller-bearing top mounts, struts painted Ford Blue, RS2000 track-rod ends, quick rack, anti-dive kit, Twin Cam anti-roll bar.

Rear: Bilstein rear dampers, RS2000 single leafs, 1.5 inch lowering blocks, new U-bolts and bump-stops

Brakes

Front: Hi-Spec 260 mm discs and four-pot callipers, EBC Green Stuff pads. Rear: Mk2 rear discs, XR4i callipers, EBC Green Stuff pads.

Gartrac bias pedal-box, 0.625 inch master cylinder Escort Cosworth handbrake cable

Wheels And Tyres

Revolite 7x13 inch alloys, 175/50R13Yokohama A048 tyres

Interior

Front and rear seats retrimmed in polka-dot/basket weave vinyl, new headlining, door cards, under dash shelves, kick panels, rear panels, parcel shelf, sun-visors and carpets, three-spoke RS steering wheel, period radio, good second-hand switches (heater, wiper and lights), RS1600 140 mph dash, fluffy dice, RS1600 centre console with 'ice scraper'.

Thanks

Damien McLaughlin (00 353 876 793635), Lilburn Engineering (028 7126 0780), Raymond Bradley for many of hard-to-find spares (07703 004696), DS Autos, Antrim (028 9446 6662), Dermott McCann for the paintwork, Johnston Doole for the retrim, and Roy Brown at Motor Sport & Spares (028 2564 8935) for rebuilding the carbs



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ROCIS'm'Socis

A belting 105E with a gorgeous paint job, a barking Zetec and loads of styling cues from the glory days of British hot rod racing. What's not to like?

28 Classic August 2015

old-school zetec

ne of the most rewarding things about writing about old school Fords for a living is actually talking about the nitty gritty of a project with its owner, particularly when it comes to discussing the thought process behind the build and how they set about doing it.

Engine swaps never fail to impress us and it's safe to say that the future of the UK classic Ford scene is more than secure – you guys will always find some way of shoe-horning a modern engine into an old bit of Dagenham tin, even if it involves major surgery along the way!

Obviously making modern twin-cam engines fit into cars that were designed more than half a century ago takes a lot of effort, particularly if the car in question is an 105E Anglia.

These cars have a huge amount going for them and can form the basis for stonking projects, but it's also fair to say that underbonnet space certainly isn't one of their strong suits! Graham Reed knows a thing or two about making modern hardware work in old Fords, or at least he does now he's finished building this wide-arched Anglia. Make no mistake, this is now one of the best-presented Anglias in the country, but it's only got to this stage thanks to the staggering amount of effort Graham's invested in it.

"I've always liked Anglias and loved watching the old hot rod ones competing in the '70s," he recalls. "I used to help work on the cars between races and always enjoyed it, so I guess that's where the bug came from."

Going in deep

Tracking down a suitable project eventually drew Graham to deepest Devon, eventually finding a car that'd actually been enlisted as a stand-by for the Harry Potter film series.

Though it'd never actually appeared on screen it did sport that light blue shade that's since

become firmly associated with Anglias, plus an MoT and a lot of potential. That MoT must've been granted by the friendliest of testers though, as upon further inspection the shell turned out to be very rotten. Graham describes it as being as holey as a tea bag, and getting it back to some kind of solid state took a mammoth 14 days' worth of near-constant grinding, chopping, measuring and welding.

"Over the years I've built Escorts for other people and they've always turned out well, but this was my project and my car and I wanted to make sure I tackled as much of it as possible on my own, hence why I did all the bodywork myself."

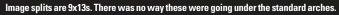
While this was going on Graham had one eye on how the Anglia would eventually be powered, and the engine had to suit the car's hot rod roots. A Pinto was originally planned and the bulkhead was chopped back a good 6 inches accordingly, but a conversation with Graham's son, Sam eventually resulted in a Zetec being chosen instead.













With a full-sized spare in the boot, there's not much room for the weekly shopping..





"I wasn't so sure about that at first as it's always been a budget build, but they make good power and can be tuned so easily that it made a lot of sense," Graham explains. "It also helped that my close friend, Sam Williams gave me a call one day to say that he'd found me a really good engine and that he was on his way round to drop it off!"

Zetec inside

Anyone who's attempted to transplant pretty much anything into an 105E will know that space really is at a premium, and that getting something like a Pinto or Zetec (plus the required transmission) to fit requires a bit of cutting and grinding. On Graham's car this was tackled by Alan Dent, an individual with a CV of previous hot rod builds and an eye for working out how much metal to remove. It meant that it didn't take too long before there was enough space in both the bay and transmission tunnel for a Type-9 and the Zetec, the latter now benefiting from a set of throaty Weber DCOEs, an Ashley manifold and Webcon Alpha ECU.

"I've nothing but praise for the guys at Webcon, they really went above and beyond the call of duty to get the car set-up and running properly," Graham beams. "It's now making 175 bhp."

The hot rod ethos really is at the very heart of this car, but that doesn't mean that Graham was willing to settle for anything less than absolute perfection when it came to the fit, finish and paintwork of his Anglia.

Peek under the bonnet and you're greeted by one of the finest engine bays, with pristine Ford Performance Blue and various polished ancillaries. That flawless paint can be seen throughout the car and the exterior is every bit as good as the bay – all thanks to the efforts of Graham's friend, Chris Avis.

Going wide

Graham knew from the very beginning that his Anglia needed seriously wide wheels to pull off the hot rod look he was angling for, but he also knew that he wanted the car to look as much like an Anglia as possible. That's why the car still







retains its original axle, halfshafts (albeit with a Quaife ATB diff slotted in the middle) and indeed track, a decision that meant this car was always going to have to run beefy arches to stay legal. Those bubbled fenders are fibreglass (as are the front wings) and were actually intended for a Mk1 Escort, but there's no doubting that they look good and, more importantly, allow Graham to run 9x13 inch Image three-piece

It's important to appreciate just how well sorted and well spec'd this Anglia actually is, and it really is no exaggeration to suggest that it could be rolled out to a track day tomorrow and give a good account of itself, even if Graham admits he has absolutely no intention of doing that!

split rims at all four corners.

"George Polley was something of a hero of mine growing up," explains Graham. "I ended up speaking to his son and asking for George's advice as to how to best set-up the car so it would handle well, so the suspension, camber and castor are all inspired by the settings on his old race car."

Apeing that set-up was possible thanks to the Anglia's sophisticated front end suspension set-up. Take a close look under the front end and you'll find it's fully adjustable and Rose-jointed, with Escort coil-overs, adjustable TCAs and compression struts.

The car is actually packed with little nods to old-school racing, such as the rear leaf springs which have been made extra stiff by combining two main rear leaves on each side. The 2 inch lowering blocks are also shaved and slanted forward by a few degrees, a change that serves to tilt the diff forward and helps the rear end dig in and find grip.

That old school hot rod flavour has found its way into the interior, most noticeably in the

form of that rear roll cage from SLS Racing (another well known name from the glory days of oval racing) and the ultra-cool deep dish steering wheel. It's sparse, yes, but then it had to be if the it was to ever work with the equally focussed suspension setup and styling.

Show and shine

"IT'S GREAT WHEN PEOPLE APPRECIATE
THE AMOUNT OF EFFORT THAT'S GONE

INTO GETTING THE CAR TO THIS LEVEL"

So what next for Graham and his effortlessly cool 105E? Well as we've already covered, he has no intention of actually using it in competition as it simply owes him too much and he cares about it deeply. It doesn't come out if there's the merest sniff of rain and finds itself packed back into hibernation as soon as the leaves begin to turn autumnal, so it's probably safe to say that it'll stay every bit as mint as it currently is for the foreseeable future.

"It's probably fair to say that it's just a toy and one that only comes out on sunny summer weekends, though I do use it go to as many shows as possible," explains Graham with a big grin. "I'm happy just standing back and watching people take it all in, especially when they appreciate the amount of effort that's gone into getting it to this level."



Graham called upon old-school racing tricks to get his Anglia handling well, but it's strictly one for the road.

/ Tech Spec

Body

Anglia 105E Deluxe, fibreglass front wings and Smith & Deakin Mk1 Escort bubble arch kit, Alan Dent bulkhead and transmission tunnel. **Paint:** Ford Performance Blue with Diamond White roof

Engine

2-litre BlackTop Zetec with twin Weber 45 DCOEs and manifold, Ashley four-branch exhaust manifold and custom system, Retro Ford Limited BDA-style cam cover, sump, alternator, starter motor and ultra light flywheel, Webcon Alpha Pro 5 ECU

Transmission

Type 9 five-speed with single piece propshaft, 3.54:1 Quaife LSD in factory axle casing, factory halfshafts

Suspension

Front: Alan Dent crossmember, Mk2 Escort coil-over converted uprights, adjustable TCAs and compression struts, strut brace, quick rack and pinion conversion

Rear: custom heavy-duty rear leaf springs, 2 inch lowering blocks tilted forward, SPAX adjustable telescopic rear shocks, A-frame anti tramp bars

Brakes

Front: Capri 2.8i vented discs, Austin Princess four-pot callipers, Mintex 1144 pads, stainless steel braided lines Rear: Mk2 Fiesta discs, VW Golf callipers, Mintex pads, stainless steel braided lines.

Bias pedal box
Wheels And Tyres

9x13 inch Image three piece split rims, 205/60R13Yokohama tyres

Interior

Kit car bucket seats, four-point harnesses, bespoke SLS racing roll cage and SLS racing door panels

Thanks

Sam Reed for inspiration, Sam Matthews for sourcing the engine and help with the build, Pete and Alan from Webcon (www.webcon. co.uk), Chris Avis for the paint and bodywork, Trevor Ward for supplying some second-hand parts, Adam Ellis for handing me tools, Steve Lux from SLS Racing, Richard from Dumpsport, West Kent Motor Factors, and Carol Avis for supplying coffee when needed

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AldridgeTrimming, 01902 710805, www.aldridge.co.uk Cobra, 01952 684020, www.cobraserats.com Corbeau, 01424 854499, www.corbeau-seats.com

Relocate the battery How hard: ★★★★★

The best engine bays are always super clean, which means getting rid of as much clutter as possible. One of the biggest eyesores is the battery - and there's nothing like banishing the hulk to somewhere else. The favourite's the boot installed neatly in a purpose-made box with proper ventilation. You'll need good-thick power cable too if you want to avoid annoying starting problems. Check out our downloadable guide to

classicfordmag.co.uk. Contact: Rally Design, 01227 792792 www.rallydesign.co.uk

Hidden wiring How hard: ★★★★ **Cost:** ★★★★★

Yes, you've got a beautifully-detailed engine but next to it is a washing line of wiring as the wiring runs down the inner wings draped across your paint work. True, hiding it is tedious taking a lot of daunting re-wiring too. But, the results of routing it on the other side of the wings, in special protecting tubing runs, adds massively to the clean simple look. Contact: Vehicle Wiring Products, 0115 9305454

www.vehicle-wiring-products.eu



Custom brackets How hard: ★★★★★ **Cost:** ★★★★★

Mounting stuff on your own brackets can really complement what you're trying to do. It's the aesthetics you need to get right, so buy a hole-cutter and swage tool then fill them full of lightening holes. There's a whole host of tech how-to guides on making brackets on our website go to www.classicfordmag.co. uk. If all this sounds bit daunting, specialists such as Ralloy and Prepfab make a huge ranges of alloy brackets for mounting all sorts of kit. Contacts: Prepfab, 01427 858114, www.prepfab.co.uk Ralloy, 01347 878987, www.ralloy.com



Trick Induction

Unless it's something (very) different, an engine swap isn't enough to draw a crowd these impress, a trick induction upgrade is the way to go.Think individual throttle bodies, an unusual carb set-up, even a one-off turbo conversion.
There's been a return to
keeping everything looking
period recently, so extra points injection kit or rework existing components — Northampton Motorsport's (NMS) clever DCOi 'carbs' which use DCOE sidedraught bodies but heavily reworked to take a hidden fuel injector, are an excellent case in point. With new engine bay wiring looms and a change to an ECU followed by a mapping session often required, this isn't a cheap route to go down so don't cut corners. Again, NMS are the guys to speak to about what's best for your set-up. **Contact**: NMS, 01604 766624, www. northamptonmotorsport.com

TOP TEN

Detailed underside

How hard: ★★★★ Cost: ★★★★

It wasn't so long ago that detailing your engine bay was the in-thing, but now this is, without question, expected of a show-quality classic Ford. The next step is to detail the underside because sooner or later, someone will take a look. A fairly major undertaking - especially if you are not in the midsts of a restoration - this involves cleaning and prepping the underside, preferably for painting in body colour - followed by detailing of the running gear components. Items like axles and suspension arms can be removed, shotblasted and powdercoated by specialists, smaller parts such as brackets and be painted or zinc-coated, and items such as dampers can be reconditioned by the original manufacturer. It's a big step, but oh-so-worth it.

Contact: Markell Luton,

01582 572582

www.markell-luton.co.uk



Wicked wheels

It's not always the choice of wheel that counts, but what you do with them.

Detailing a clean set of fairly-common RS four-spokes or getting some steels banded (see above) will always win over some rare-but-knackered Compomotive Turbos.

Having said that, if you do come across something rare and almost unique, then it's well worth going to town having them reconditioned and detailed. And don't forget to pay attention to those wheelarch gaps and choice of tyres, too. Wheels maketh the car, indeed.

Contact: Paint It UK, 01277 634968 http://paintituk.com



Fresh paint How hard: ***

It's not cheap, and for best results, it's a job for the pros but there's no denying a great paintjob can give maximum impact to a classic Ford — even if it's a repaint in the original colour. Who you get to do it is down to personal preference, but ask around and find out who painted cars that you are particularly impressed by.

Contact: Andy's Auto Body, 01634 818442 www.andysautobody.co.uk





Detailed Decals How hard: **** Cost: ****

Whether its aping an old race car or creating something uniquely your own, adding some vinyl stripes or decals can really change the look and feel of a classic Ford. Vinyl specialists such as DMB use modern graphics software to reproduce your designs, and even better, when you want to do something else, you can just peel the decals off.

Contact: DMB Graphics, 07887 802726 www.dmb.uk.com



Subtle styling How hard: **** Cost: *****

Let's face it, unless you're going for a distinct and deliberate look, the days of lairy bodykits are - some say — thankfully long-gone from the classic Ford scene. So when we say styling, we don't mean roofmounted spoilers (but then again...) but instead some of the more subtle touches that you can add to a classic Ford without drastically altering it's overall look and appeal. Delocked doors, drilled front panels, louvred bonnets, Group 5-style arches and more are all ways that you can add to your classic Ford's exterior appeal and make it stand out for all the right reasons. If you need a guide as to what you should and shouldn't do, look back to images of your car in period and see what they were up to -if what you're looking at has dated badly, then that's a good indication of a road not to go down. Contact: Frost ART, 01706 658619

www.frost.co.uk

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RATED

Words Marc Stretton Photos Adrian Brannan

Genuine Series X Capris don't come up that often so when Alan Graham turned this one down, he thought he'd well and truly blown it. Luckily, fate gave him a second chance.

"MY FRIEND PROMISED THAT SHOULD HE EVER WANT TO SELL THE CAPRI, THEN I WOULD GET FIRST REFUSAL"



hen Alan Graham, a farmer, from Gretna had the chance to buy an ultra-low miles, and late-registered example of one of his dream cars in 2008, he inexplicably turned the deal down — and immediately regretted his decision. Luckily, a good friend bought the Series-X 3-litre Capri in question and when, in 2012, the car he'd let slip by was offered to him again, he grabbed the chance to buy and recommission what must be one of the cleanest X-packs out there.

Alan's wish to own an X-pack stems from his youth. "Back in 1978 aged 24, I owned a 3.08, but knew nothing of the Series-X cars until a visit to my local Ford dealership," he says. "County Garage in Carlisle was run by a pair of

brothers and they each had an X-pack. 'Now there's a bonny car', I thought, but there was no way I could have afforded such a stunning vehicle."

Fast forward to 2008, and Alan now had the means to buy an X-pack, it was just that they hardly ever came up for sale. So when, in that year, an example in Graphite-over-grey two-tone was advertised with just 18,260 miles on the clock he despatched a friend to go and check it out.

"It was a busy farming time of the year and I just couldn't get to see the Capri myself, and that is probably the only reason I didn't own the X-pack then," Alan says in part way to an explanation of why he missed out on the car.

"My friend wasn't so stupid, and if I didn't want the Capri, he surely did and he bought it at what was, for the time, a bargain price."

"Sensing that I already knew what a mistake I'd made," Alan continues, "my friend promised that should he ever want to sell the Capri, then I would definitely have first refusal. And, after enjoying owning the car for four years, in which time the mileage increase by just a couple of thousand, he was as good as his word — and finally I had my X-pack!"

Documents that came with the car, plus details and photos supplied by the first owner since Alan bought his Capri, prove that its present mileage of less than 21,000 is correct and that the Capri was possibly one of the last













Carla trim is as good as just 21,000 miles of wear can be.

Original colours looked good, but single shade is better.



Wider X-pack bodykit gives the Mk3 Capri's front end even more imposing presence. Perfect for the fast lane...

X-packs built — having been put together and registered by Tricentrol Garages in Dunstable in September 1981. There certainly aren't too many X-plate Series-X Capris out there.

"The first owner, Ed Lomas, was in the market for a second-hand Ferrari and had about £12,000 to spend, but on visiting Tricentrol his mind was changed to the thought that, for the same money, he could own a brand-new X-pack Capri," Alan says. "A Stratos Silver 3-litre car on display in the showroom was therefore despatched to the workshop, where it received its X-pack bodywork and Ed's choice of a Graphite over grey two-tone colour scheme. Pictures of the journey home show the Capri in convoy with an Escort Harrier that Ed's friend had bought from Tricentrol, too," he adds.

Wet paint

So, 30-plus years-on, what had Alan bought? "Well, with that low mileage, a Ziebart rust treatment when new and having had a pampered existence, I owned a mechanicallysound, 100 per cent rust-free Capri with an as-new interior," he says. "My only problem was with the paintwork. From 20 feet it looked fine, but up close there was micro-blistering all over the car. To be honest, this gave me the excuse to do something I really wanted to, and that was to get rid of the two-tone which isn't to my taste, and return the Capri back to its original colour of Stratos Silver. This work was entrusted to Tom Beattie of B&B Body repairs in Dumfries, who did an excellent job — even with me breathing down his neck most of the time. Back in Stratos, with a brand-new, and hard-to-find, X-pack boot spoiler, which Tricentrol seemed to have missed off the original build sheet, my Capri looked a million dollars."

"My next dilemma, was where to go with the car," Alan says. "I'm a bit of a purist when it comes to classics, but the trouble with the X-pack Capri is that in standard spec, it just isn't quite as impressive as it looks. Yes, Ford added the gorgeous triple Weber carbs and it had Stage 2 tuned heads and some suspension and drivetrain modifications, but that was about it, power was good but not at its full potential — so what I've done is to bring the technical side up to where I think Ford probably would have gone, had money constraints in building the cars not got in the way.

Big bore

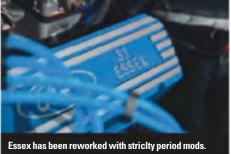
"The engine has been bored-out to 3.1-litre, with Stage 3 heads, Powermax pistons bringing the compression ratio to 10:1 from the standard 9:1, a Ric Wood high-torque cam, Lumenition ignition, Magnecor plug leads and a Janspeed exhaust system. K&N Filters have replaced the standard airbox, which is beautiful but restrictive, for now — although I am having a custom-made airbox fabricated by a contact in the USA, which will be a bit more in fitting with the car's age but allow it to breathe properly. That engine drinks a lot of fuel, so needs a lot of air to go with it.

"Cooling the tuned engine is important too, so a large-header tank, filled with Toyota red coolant is fitted and there's a Kenlowe fan, in addition to the original viscous unit, which can be manually switched on when I'm in traffic," Alan says.











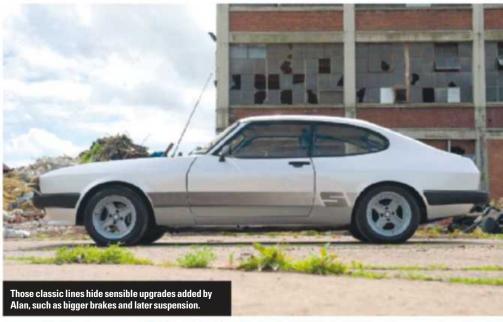
MK3 CAPRI

"Next up for attention was the transmission, as the original four-speed was underwhelming, he adds. "So I've gone for a Cosworth T5 over the weaker Type 9 five-speed, and that is mounted to the engine on a Ric Wood bellhousing, with a brand-new Cosworth clutch assembly, which is excellently light. The snatchy Ford Motorsport LSD in the rear axle also had to go, and has been replaced by a Quaife ATB, which gives a much better feel when the power goes down hard."

"There was also something a little disconcerting with the drive when I first had the Capri too," Alan continues. "When pushed hard, the front and rear-ends seemed somewhat disconnected from each other, so I've partpolybushed the suspension, replaced the X-pack rear Bilsteins with new items and gone for complete front legs from a later 2.8i Capri with brand-new, standard-poundage 145 lb springs and alloy hubs. Wilwood 260 mm discs and four-pot callipers add extra stopping power, as well. On the 7x15 inch alloys — chosen for ease of tyre buying more than anything else — the handling is much improved now," Alan reports.

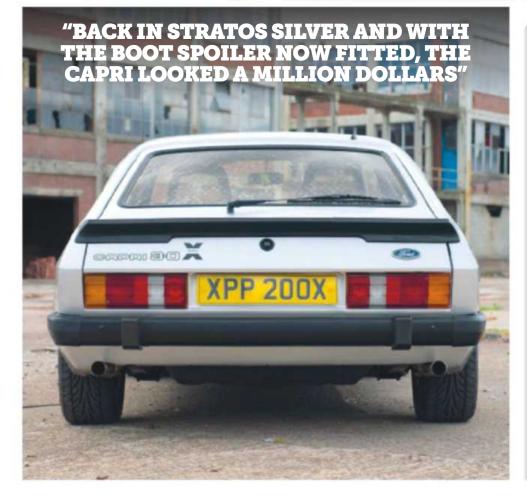
Surround sound

And that was just about the end of Alan's improvements to his cherished X-pack. The interior needed no work and is a testament to the low mileage recorded on the odometer. Sat is the grey check 3.0S Recaros behind the four-spoke RS wheel, Alan is now a very happy Series-X driver. "The best bits are the sound of those Webers sucking in the fuel and the exhaust note," he says. "I think that noise could curdle cream..."









Tech Spec

Body1981 Mk3 Capri 3.0S X-pack built by Tricentrol Ford in Dunstable. Paint: Stratos Silver.

Engine

Essex V6 bored out to 3.1-litre, Powermax pistons (giving 10:1 compression ratio), Stage 3 heads, Ric Wood high-torque cam, triple Weber 42DNCF carburettors, K&N Filters, Janspeed exhaust, Magnecor plug leads, large-header radiator, additional Kenlowe fan. Tovota red coolant. Facet red top fuel pump, Filter King fuel regulator, Lumenition electronic ignition, SamcoSport hoses

Transmission

Sierra CosworthT5 five-speed gearbox, Cosworth clutch, Ric Wood bellhousing, Quaife ATB torque-sensing diff

Suspension

Front: Capri 2.8i front legs with Bilstein dampers, alloy front hubs, 145 lb springs. Rear: Series X Bilstein dampers, single leaf springs, part polybushed

Brakes

Front: Wilwood four-pot callipers, 260 mm vented discs

Rear: Standard drums

Wheels And Tyres

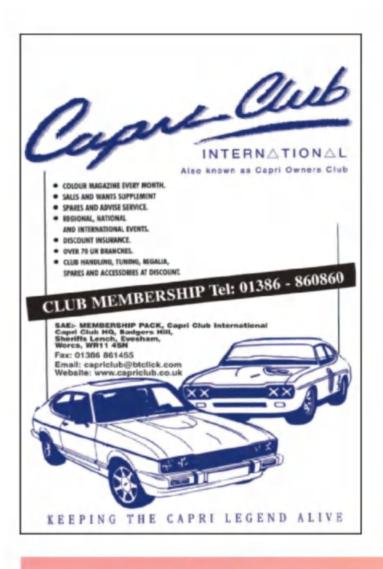
7x15 inch RS lookalike alloys from Midland Wheels, Dunlop SP Sport 9000 215/50R15 tvres

Interior

Standard 3-litre Interior with grey-check trim

Thanks

Tom Beattie at B&B Body Repairs in Dumfries (01387 268794) for the repaint, John Shuttleworth at the old Gates Rubber Factory, Dumfries, and Robert Ware, mechanical genius from Gretna





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CHANGING THE CHANGING THE

Originally built for the hills, Adam Brown has turned his Fiesta into a drag strip-ready screamer with outstanding attention to detail.

Words Marc Stretton Photos Gerard Hughes



etamorphisation... a tongue-twisting word (which I may have just made up), but the perfect description of what Adam Brown from Abergavenny has carried out to this ex-hillclimb Mk1 Fiesta. From its days of blasting up twisty inclines, Adam, with help from his mechanic dad Roger, has transformed his recently-bought Fiesta into a quarter mile sprinter with the aim of taking on Santa Pod's famous Tarmac strip — and Adam's

come up with a few new-to-the-scene homegrown modifications along the way.

Adam is currently working in the healthcare sector while waiting to go to university to study nursing, but he started his career in plumbing and through encouragement from Roger has always been mechanically minded.

"Anything with an engine has fascinated me since I was a kid," he says, "my first car was a Peugeot 106 that I rebuilt the engine on, but as

my dad bought a 1969 Mk1 Escort nine years ago, getting a classic Ford was always on the agenda.

"An Escort was going to be too expensive, but as I've grown up with front-wheel-drive, a Fiesta was the way to go," Adam says.

"My plan was to find as nice a shell as I could to build my own car out of, so when this came up for sale as a rolling shell, I had to go for it.





It had been built out of a 31,000 miler just a couple of years ago, so already had a Roll Centre six-point motorsport-spec cage installed and lots of strengthening in place, plus with a fibreglass bonnet and hatch and lightening throughout a target weight of 700 kg would be possible."

Cracking Crossflow

"My plans were to run a hot Crossflow," he continues, "and a call came through that the Fiesta's original Shillaber Race Design (SRD) 1700cc race engine was up for grabs. I had to buy that, as the 170 bhp power unit had only limited miles on it and would have cost many times more than it was being offered for if I were to get something similar built myself. A quick inspection and re-gasket confirmed the engine was perfect, though I did have to find a baffled sump and rocker cover for it."

"The internal spec of the engine is as-bought, with Accralite pistons, a Kent 262 cam, and a custom SRD head, and the Weber 45s came with the package too," Adam says, "and I mounted that in using Vibra-Technics mounts.

At the moment the exhaust is a Maniflow system, but when funds allow I will be going for a full-race Simpson Exhausts manifold and system, and we had this in mind when designing a custom cooling package. The AH Fabrications alloy radiator is therefore offset, to give the room the manifold will need. AH Fabrications also supplied a new fuel cell, fluid reservoir mounting tray and an oil catch tank."

"Dad was very keen on making the engine bay as clean as possible, so virtually all the wiring and pipework is hidden away — much of the main loom is under the inner wing — and the plumbing for the fluid reservoirs is routed behind the alloy blanking plate at the back of the bay," he adds.

"I also needed to find a new transmission, as that didn't come with the engine," Adam says, "and sourced an XR2 four-speed 'box fitted with the LSD out of an RS Turbo model. Dad stripped this and rebuilt it as he knows these boxes like the back of his hand. An AP Racing clutch went in along with a Mk1 XR2 short shaft and Mk2 XR2 long shaft (without the

centre bearing). And to get round a seriouslyheavy clutch pedal on the original cable set up, Dad has designed and installed a hydraulic system, using a Land Rover slave cylinder and modified clutch arm in conjunction with a Mk1 Fiesta Arrow Auto Engineering pedal box custom-built for bias braking and a hydraulic clutch. This works much better than trying to adapt an Escort bias box," he adds. "I'm very happy with the feel of this clutch set-up, and how it looks impressed Simon Stacey so much that he has gone for a similar set-up on his Classic Ford-featured Fiesta. Simon's car was another reason I wanted a Fiesta in the first place, so to have now influenced him in return is a great compliment."

"The suspension that came on the car, with AVO damping and everything Rose-jointed was already well up to the drag strip action I was planning for the car," Adam says, "and some new-old-stock XR2 callipers and vented discs, Goodrich lines and Green Stuff pads have gone on to cover braking duties, which with standard rear drums is plenty good enough for the strip."



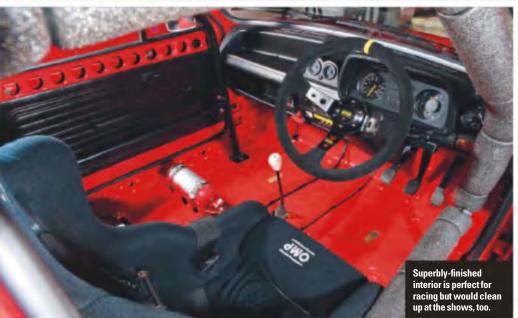






 $\label{thm:linear_equation} \textbf{Hydraulic set-up makes light work of the race clutch}.$









 ${\bf Extra~Stack~gauges~keep~tabs~on~the~potent~Crossflow}.$







"I'M HOPING TO RUN EVEN QUICKER AT FORDFEST IN SEPTEMBER. FINGERS' CROSSED THINGS CAN ONLY GET BETTER"



First taste

The proof of the pudding and all that, is of course on the strip, and Adam had his first chance to find out if all his work had been up to scratch at the Classic Ford Show, and a first visit to Santa Pod for his Fiesta.

"I'd not had the engine rolling-roaded, so wasn't sure what kind of performance I was going to find, but was hoping for a time in the 14-second area," he says.

"With some old Avon slicks that proved to be next-to-useless — they still didn't grip well, even with excessive warming and were spinning up as I changed in to third — I wasn't hopeful... but at the line, my best time was 13.9 seconds, and the engine didn't miss a beat," he says. "I was massively happy with that! Now I need to get the Crossflow properly tuned - a job I will of



course only trust to Mark Shillaber - and with some £400 Hoosier slicks, I'm hoping to smash 13.5 seconds at FordFest in September," Adam concludes. "Fingers crossed, things may even get better." CF

Centre cage, six-pinned fibreglass bonnet and hatch, doors lightened, Perspex window set. Paint: XR2 Sunburst Red. Weight: 700 kg

Shillaber Race Designs 1700 Crossflow, Shillaber race-spec big-valve head, Accralite forged pistons, steel H-section rods, Kent 262 cam, double valve springs, steel rocker posts and shaft, lightened and balanced crank, steel crank pulley timing gear, duplex chain, ARP fastenings throughout, Weber 45 DCOE carburettors, Mangoletsi short inlet manifold, baffled sump, ribbed Fiesta rocker cover, AH Fabrications fuel cell, custom offset radiator, catch tank and fluid reservoir tray, Maniflow exhaust manifold and stainless system, SPAL electric fan, WASP hi-torque gear-reduction starter, Vibra-Technics mounts, electric water pump, Omex Speed System rev limiter and shift lamp, H&H electronic distributor, Facet red-top pump, high-pressure oil pump. Power: approx 170 bhp

Transmission

XR2 four-speed, RSTurbo LSD, lightened and balanced flywheel, AP Racing clutch, hydraulic dutch conversion, Land Rover Series 3 slave cylinder, Mk1 XR2 short driveshaft, Mk2 XR2 long driveshaft

Suspension

AVO coil-overs front, AVO dampers rear, fully Custom Karl Rose-jointed throughout (including Panhard Rod), Rally Design Escort rear springs, modified Escort quick rack, Mk2 Fiesta solid mounts to bulkhead

Brakes

Arrow Engineering bias pedal box, XR2 new old-stock front callipers and vented discs. Green Stuff pads, standard rear drums, Goodrich braided hoses throughout, Wilwood bias valve, Teflon lines routed through cabin

Wheels And Tyres

Fiesta Super Sport 13 inch four-spoke alloys. Yokohama A359 tyres for road, Hoosier race tyres for the strip

Interior

OMP deep-dish steering wheel, OMP bucket seats. Willans harnesses. Elliot rev counter. Stack water temp and oil pressure gauges

Thanks

Mark Shillaber at SRD Limited (www. srdengines.co.uk), Torques UK for advice plus parts for the clutch conversion (www.torques. co.uk), Arrow Auto Engineering for the pedal box, (www.arrowautoengineering.co.uk), AH Fabrications for the alloy components (www.ahfabrications.com), and most of all to my Dad for all his help, advice and ideas to make the Fiesta a tidy and unique build



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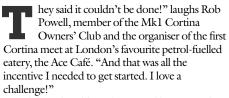




CORTINAS AT THE ACE CAFE

It's not just Escorts and Anglias that can cause a stir at the legendary Ace Café, as the owners of some of the country's finest Cortinas proved in style at their debut meet!

Words and Photos Dan Sherwood



Rob loves his old Fords too, and has a special affection for Cortinas – the car that is currently receiving his undivided attention is a Mk1, which he has owned for the last four years – so when he heard owners of Escorts and Anglias boasting about how they filled the Ace Café to bursting point when they held their regular meets at the greasy spoon, he felt that the Cortina, far from being the poor relation, could also hold its own when it came to putting on a meet to remember.

"No-one thought that Cortinas would put up much of a show," recalls Rob, "but I knew that

they were simply crying out for their chance in the limelight." And, judging by the turnout at this first ever meet, we think he was right!

Taking the early slot of the sunny Saturday morning, Cortinas of all ages, from the earliest Mk1s of the '60s through to the last Mk5 models from the early '80s, began to stream through the gates, filling the Ace's car park to capacity.

"We really wanted it to be a nice relaxed atmosphere for people to just come down and enjoy the cars," explains Rob. "Which is specifically why we've decided not to go down the awards route. We wanted everyone to feel welcome and equal and just celebrate the cars, not worry about taking home a trophy."

In total, we estimate that around 50 cars made it to the meet at the Ace Café, which for a debut meet of a niche model car is pretty good going, especially looking at the quality in amongst the



quantity. And speaking of quality, the meet also saw the launch of a new name in the world of British classic restoration and modification, the Essex-based Skull & Pistons Garage. The people behind Skull & Pistons, Helen Stanley and Stephen Turner decided to unveil their new business at the meet due to their first demo car being a highly-customised Mk2 Cortina with a four-inch roof chop. It wasn't quite complete for the launch, however, judging buy the look of the work carried out, it's going to be a very special ride indeed.

See you at the Ace next year for round two!

CONTACT

Ace Cafe London www.ace-cafe-london.com















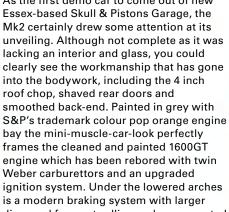






Spec: Mk2 Cortina, 4 inch roof chop, Crossflow, twin 40s





















Spec: Mk2 Cortina, 2-litre Pinto, 45s, 7x13s Hailing from Surrey, George Law bought his Mk2 as a standard car with a bad engine. To get it going he first installed a Pinto running an RS2000 carb, however over the winter a full 205 block with 45 carbs was installed to up the power considerably. To keep with his race theme, George also slung on a set of 7x13s and installed a roll cage. He will be fitting a pair of Cosworth Recaros soon, too.













Lotus or GT: how do you prefer yours?

Barry Hodge

Spec: Mk3 Cortina, 2-litre Pinto, Type-9 five-speed, jack-up kit

With the new Mad Max film currently in the cinemas, it seems fitting to highlight the Mk3 Cortina of Barry Hodge. Jacked up high at the rear and wearing a rattle-can paint job in matt black, Barry has taken a more radical approach to personalising his Mk3. With huge rear tyres that wrap around custom polished alloys with red painted inners, it's certainly a hard car to ignore!









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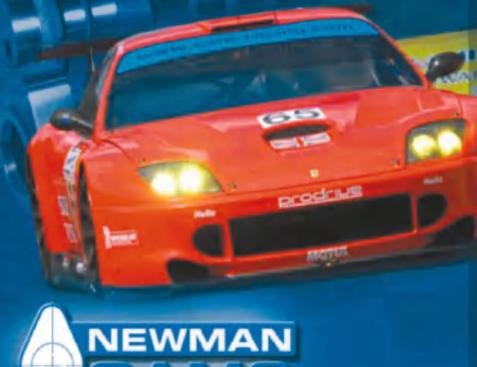








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Back To Basics

Jon Muirhead went from a balls-out Group 4 replica to this ultra-subtle Mexico - quite a change, yes, but then again this is one very special Mk2!

Words Jamie Arkle Photos Chris Frosin



e've discussed the pros and cons associated with taking on someone else's part finished project before, but it's perhaps worth running over that ground again, particularly when discussing a car with as much provenience and value associated with it as the Escort Mexico. We all know the extraordinary collective journey these cars have taken over the last few decades, one that's seen them go from fast, affordable everyday machines, to full on classics that can command breathtaking figures at auctions all over the country.

So far, so conventional — the Escort's meteoric rise in value is now an accepted part of the old Ford world, but what if you're determined to get your hands on one? What if you won't be put off by the cost and the difficulties associated with tracking down a good one? Well that's where biting the bullet and taking on an old project comes in, and, as you've probably guessed by now, where this very Mk2 Mexico enters the picture. It's owned by Jon Muirhead and has been built up over the last 12 months though getting to this stage has taken a huge amount of work and more than a few sacrifices.

Lasting impression"My dad had a Mk2 when I was growing up and it definitely left an impression on me, so I guess that's where it all stems from," chuckles Jon. "Before buying this car I had another Mk2, an auto shell that I steadily built up into a full on Group 4 replica with a complete Cossack livery."

You don't need us to tell you how much of a gulf there is between Jon's last car and the one you see before you, so what happened and what prompted this sea change in Escort ownership?

"The Group 4 replica looked great and went really well, but I started to appreciate just how good the Mk2s look in a more standard guise, especially the hot models like the Mexico. That's why I opted to sell the first car and hunt out another." Hunting down any Escort can be a tricky task nowadays, much less a highly sought



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after model like the Mexico. Lady luck must've been shining on Jon at the time though, as he managed to source a decent rolling shell from Montescort (0115 9654329) within a matter of weeks. Now there was every chance that what Jon had agreed to take on could've been a nightmare, riddled with hidden rot and in need of countless hours worth of TLC, but it wasn't. Though it was very much a rolling shell with no interior at all and a slightly croaky 2-litre Pinto, it was still a genuine Mexico and one that'd been treated to a full restoration a decade previously.

Body-wise the Escort was in great condition and still sported all of its original panels — the perfect starting point in other words. It also meant that Jon could dive straight in and attempt to get that Pinto running correctly; something he managed within a matter of hours.

"It was obviously a good engine and came with paperwork saying it'd been rebuilt and fitted with a Stage 3 Burton Power head and a chunky cam a year previously, so it was simply a case of swapping the single carb for some twin 40 Dell'Ortos and then fine tuning it," Jon recalls.

This was never intended to be a full on competition car merely a fast road toy for weekend use and the odd B-road thrash, so Jon was more than happy with the Pinto's performance and didn't feel the need to add much more to it. The cam was swapped in favour of one of Kent's FR32s ("the one in there when I bought it was a race one, so all the power was at the top of the range and not ideal for road use"), an ignition kit fitted and an Ashley four-branch manifold and system installed. Simple, time-honored tweaks, yes, but tweaks that proved very effective, with a subsequent rolling road session revealing the Escort to be making a handy 142 bhp.

Hard to find

Sorting the engine and body proved to be the easiest parts of the build; sourcing the various interior fixtures and fittings was a much tougher task and one that took far longer to achieve. Keen-eyed readers will no doubt have spotted that Jon's car is fitted with fishnet Recaros instead of pukka Mexico roll tops, evidence of just how hard he's had to work to complete the car's interior.



















Jon's well happy now the Mex is (sort of) finished.







"I know that it should have roll tops and that it really needs them in the future, but the shell came with aftermarket bucket seats fitted and they needed to be replaced. A friend had a pair of fishnets up for grabs and they seemed like a step in the right direction."

While the hunt for genuine Mexico seats continues unabated, Jon has been able to furnish the inside of the Escort with a number of off-the-shelf goodies. Thanks to the sheer breadth and depth of the UK's classic Ford scene some things are easy enough to buy, hence why the car sports a brand-new set of carpets throughout, with a new headlining due to go on within the next few weeks.

Brakes and suspension revisions have been kept in check as this was never intended to be a raw, track car. Stopping is now handled by spaced M16 calipers and vented, grooved and drilled discs, plus a larger XR3i servo and master cylinder — something that Jon reckons has made a massive difference to the car's overall braking capability.

The suspension on the car when Jon bought it was past its best anyway so the decision was made to treat it to coil-over converted front uprights

and gas dampers for the rear, plus a full set of poly bushes to tighten it up at all four corners.

Building blocks

All of these changes and upgrades have resulted in a seriously-sorted Mexico, one that builds on the building blocks Ford themselves used when creating the car. It isn't over the top, it's very subtle and, most importantly of all, it still retains everything that made the Mexico such a soughtafter car all those years ago. Time doesn't stand still though and Jon readily admits he's not even close to being done with the car yet — it's actually coming off the road at the end of the year for another restoration!

"I want to take it back to Signal Yellow, finish sourcing all the Mexico trim and make it a bit faster," Jon explains with a grin. "Purists probably won't like the idea, but I'm probably going to swap the Pinto for a Duratec at the same time — it's my car at the end of the day, plus I have no intention of ever selling it."

In other words you should probably take the opportunity to enjoy this car in its current guise while you can — chances are it won't stay like this for very long.



Tech Spec

Body

Escort Mk2 Mexico, all original Ford panels, four 7 inch spotlights on alloy brackets, Mexico graphics and front air damn, early type grille, RS Owners' Club sunstrip, Ford RS mudflaps. Paint: Venetian Red

Engine

2-litre Pinto with Stage 3 Burton Power head, Kent FR32 camshaft, vernier pulley twin 40 DHLA Dell'Orto carbs on short manifold, oil breather, Ashley manifold with twin box exhaust system, aftermarket ignition kit, silicone hoses

Transmission

FordType 9 five-speed with quickshift

Suspension

Front: coil-over converted Capri 3-litre uprights, uprated springs, polybushes, quick rack

Rear: gas dampers and single leaf springs, poly bushes

Brakes

Front: spaced M16 calipers with vented, grooved and drilled discs, EBC pads, braided lines, Escort XR3i servo and master cylinder Rear: Rebuilt 9 inch drums

Wheels And Tyres

7x13 inch RS four spoke replicas from Midland Wheels, 185/60R13 tyres

Interior

Fishnet Recaro front seats, Mexico rear bench, RS centre console with guages fitted, brand new carpets, motorsport three-spoke steering wheel

Thanks

Thanks to Montescort for selling me the car in 2012, Dave Sims at DS Automotive Ltd for converting the coil-overs, Sutton Auto Factors for many useful running gear parts, the Turbosport forum for useful advice, Russ at Torquetune (07976 961442) for the rolling road set-up



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Thames 300E

Classic Fords restored: Classic commercial vehicle fans, Tony and Chris Nash were looking for a small Ford to add to their collection, and this 300E fitted the bill perfectly — after a rolling resto, that is.

Words Marc Stretton Photos Darren Woolway



ith a background — and a foreground in the transport industry, it's no big surprise that truck driver, Tony Nash from Maidstone owns a couple of cracking classic Ford commercial vehicles. One is a Thames 307E van that featured in the Summer edition of Classic Ford as the subject of the buyers' guide, the other is this excellent and eye-catching two-tone blue 300E.

"My working life has been all about commercials," Tony begins. "For many years I was a sprayer for Haynes of Maidstone, doing the vans and lorry liveries, and today I drive an arctic for DHL on their Sainsbury's contract runs.

Over the years I've had many vans as daily drivers and that just seems to have carried on when I've got in to classics as a hobby, too.

"One of my main influences in this has been my son, Chris, who has been a Ford fan since he was young, so when it came to choosing what to go for, I was very much steered towards vehicles with a Blue Oval badge.

"I'd actually love to own a D-Series truck, as I passed my HGV licence in one of those," he says, "but with the limited space of just a couple of lock-up garages to work and store something in, we had to think on a slightly smaller scale."

On the hunt

The 300E Thames van started off Tony's mini-fleet in September 2010, after a frustrating summer of going to events with no classic to show up in. "I'd sold an Austin A60 van earlier in the year, but just couldn't find anything suitable to replace it with," he says. "Then, while talking to a friend, Bobby at a local meet, he mentioned that his old 300E may be up for sale, as the chap he'd sold it to had it parked up in an orchard after an MoT failure. That sounded just the job, and soon a viewing was arranged and a deal done."
"Despite the test fail, there wasn't a massive

mount wrong with the van really," Tony says.









RESTO LOG

Tony and Chris were tipped off about the Thames 300E, at the time sitting unloved in an orchard. One look, and they knew it was the perfect basis to carry out a rolling restoration.



Thames had been parked up in after failing the MoT, but was perfect for what Tony and Chris needed.



The gearbox let go atfer the van returned to the road, but Chris found a rotten 100E that came with a good one.



Previously-bodged rear panel needed some careful TLC to bring it back into shape. Note rear chassis section.



Tony repainted the can in two-tone blue. As a former sprayer for Haynes Of Maidstone, this was an easy task.

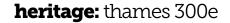
"The seller had several classics on the go and I think he didn't have the time to commit to the 300E, so he was happy to pass it on to me. Within a few weeks Chris and I had fixed all the bits the MoT man hadn't liked and I also replaced the bulb-type headlamps with some sealed-beam units for extra night vision.

"Apart from that the van needed its jacking points welding up, and that work was carried out by my good friend, John Martin, who is my other classic collaborator in the garage and at shows. The other major change was to replace the rear doors, which had been butchered to make the windows larger using Perspex rather than glass, and looked awful.

"After a short postponement when the van got snowed in to the garage in late 2010, it was back on the road in early 2011, and has been subject to a rolling restoration ever since, with just short periods in the garage for a couple of bigger jobs.

Organ donor

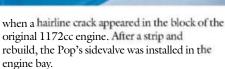
"The first major work we had to do was after the gearbox smashed second gear on the way to a show," Tony says. "That could have been a right pain, but it just so happened that on the same day, Chris had come across the very rusty remains of a 100E Pop for just £200 — and the engine and 'box in that were in much better condition than the body. At first we just needed the gearbox, but later this donor car proved even more useful,







Tony and Chris now own a fantastic pair of old Fords.



"In 2013, Chris, John and I started a series of bodywork repairs leading up to a planned respray in 2014," Tony reports. "Once again there was nothing serious to do, but there were a number of areas, like the front strut tops that had been repaired in the past quite roughly and I wanted to improve. The door bottoms also crumbled quite badly when inspected," he adds, and possibly the worst area found was a previously unnoticed accident repair to the rear panel, which involved about an inch of filler in places!

"John's skills were used here to weld in the excellent new rear panel I sourced from Expressed Panels, which fitted perfectly and then it was my turn with a full repaint, carried out by borrowing the spraybooth at a friend's workshop. The colours chosen, are County Cream Commercial for the interior, with British Standard Aircraft Blue at the bottom and British Standard Light French Blue at the top of the two-tone and for detail inside. These were all paints I'd sprayed lorry liveries in over the years and had liked," Tony says.

"Outside, the front-end needed some work as it had been fitted with a 100E-style mesh grille and later smooth bumper. Chris is my parts sourcer, as he's much better on the computer,"



"CHRIS FOUND A RUSTY 100E, WITH THE **ENGINE AND 'BOX IN GOOD CONDITION"**

Tony says, "and he soon found a good bumper and a rusty three-bar grille, which after repairs and spraying makes the van look properly commercial again.

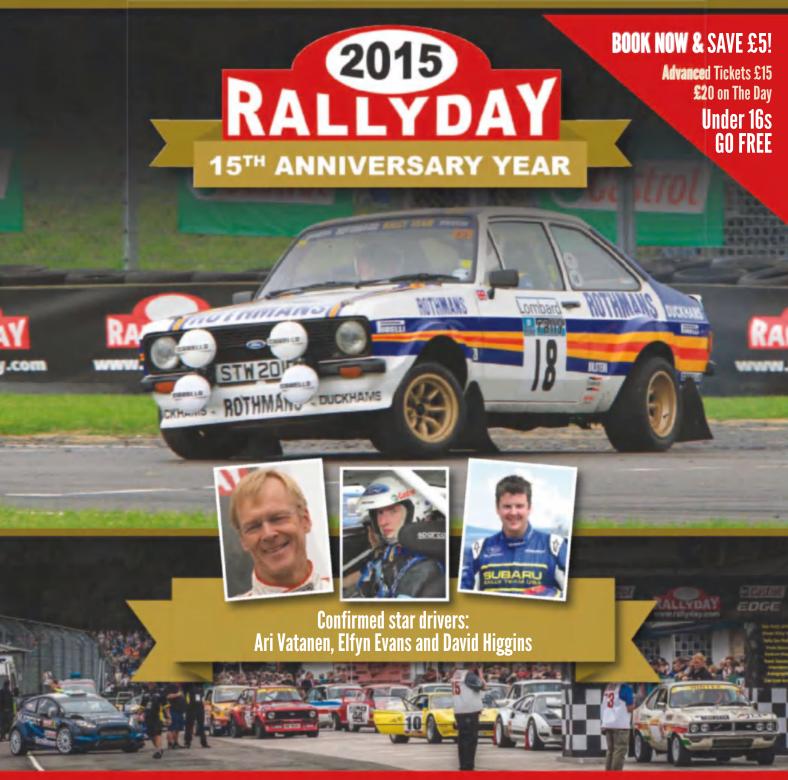
100E also gave up its sidevalve engine, now rebuilt.

"Inside the van I've gone full out to make it look as new as possible. Small Ford Spares supplied the rubber flooring, the rubber gearlever gaiter and several other small trim items and the early kidney-shaped instrument cluster was a lucky show find, which has been refurbished. The seats, door cards and door pulls were recovered

by John Taylor Coachworks in West Malling (01732 840653), who did an excellent job finishing the Thames off ready for another show season."

Thanks to Keith Burgess at B&S Coachworks (01622 234698), for the loan of his facilities for the respray, Small Ford Spares (www. smallfordspares.co.uk), Expressed Panels (www. steelpanels.co.uk), Andy Fredericks for the signwriting, John Martin and my son Chris, for all their help and support. 🧲

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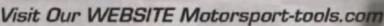












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CARS OF THE MONTH



Paul Fouche

From: South Africa Car: Mk1, Mk2 and Mk3 Cortina GTs

"Here is my trio of Cortina GTs," says Paul, who's clearly got a thing for sporty Cortinas. "The Mk1 is a 1966, the Mk2 is of 1967 origin and the Mk3 is a 1972 model. I also own an immaculate 3000GT Capri and am busy restoring a Mk1 EscortTwin Cam — this is a very scarce vehicle here in South Africa. We are lucky in the sense that the word 'rust' is not part of our vocabulary. All the cars are very original. Keep on doing what you do with the magazine." We will, Paul, and you keep buying those Fords!





Dan Pockett

From: UK

Car: Mk4 Escort Cabriolet

"I bought this car 11 years ago," recalls Dan. "I ran it around for about a year, then stripped it down and gave it a repaint after spotting some some light rust on the panels and a few dents. It needed no welding though, and I've since done some engine detailing, refurbished the wheels and totally rebuilt the interior."

"Now it gets used in the summer months and we enjoy popping out to a few shows. I'd love to take it around Europe one day."

Do it Dan, sooner rather than later!

Mike

From: UK

Car: Mk3 Cortina

"I've had this car for over 10 years and its been in our family since being dragged from a scrapyard in 1991," says Mike. "It's evolved over the last 10 years as my daily and currently my friends and I have just finished converting it to run a 2.3 16-valve Galaxy engine, mated to a Type-9 and fed by a 38 DGASWeber."

"We've only just finished it so there's still a little more tidying to do, but it works and runs well, and I've just had it dyno'd at 164 bhp and 201 lb.ft. Considering this was built over four months on the drive by a group of mates, we are really chuffed at what has been achieved."

Good work. Mike and interesting conversion!









From: UK

Car: MK2 Escort Sport

"This is my 1979 1600 Sport," says Tony of his now-RS1800 striped Mk2. "It's a South African import brought into the UK back in 2011. She has had a few mods along the way, including poly bushes, coil-overs, a mildly-tuned Crossflow, four-speed close-ratio Rocket 'box... all the usual stuff really!" I hope you like it." We love it, Tony!





YOUR PROJECTS

Classic Fords being built in garages, workshops and on



Callum is giving the previously-unloved Bonus a new lease of life.

Callum Bligh

From: 11

Cars: Mk4 Escort Bonus

"It may not a classic yet, but it's my first Ford," says Callum, who we feel is slightly underplaying the classic status of his Escort Bonus! "I'm restoring it as a project on my college course at the College OfWest Anglia's Isle campus. This means I get to weld all the new panels and paint the Escort myself!"

"It's a 1.3 Bonus but I intend to drop something bigger in it when my insurance premiums come down. I have already refurbished a set of pepperpots and am hoping to have the car fully restored by August. I would love a shout out and spot in your mag." Here you go, Callum!

New rear arches being let in at the college where Callum studies.



Fiesta pepperpots sprayed in white will work well with the black.



As bought, Bonus didn't look too shabby, but then they never do!







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MAILBOX

YOUR LETTERS, EMAILS & SOCIAL MEDIA COMMENTS

LETTER OF THE MONTH

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TOP TIP

I'd like to help one of your readers with the answer to his rev counter problem (Expert Clinic, Summer 2015 issue).

I have a 1984 Capri Laser 1.6 that has been in my wife's family since new. Sadly, both her parents have passed away, and I've been allowed to give the car a bit more power as that was what my father-in-law planned to do as his retirement project. I took out the 1.6 and put in a 302 instead. I looked at fitting the gubbins from a Rover SD1 V8 on the back, but they

are getting rare so looked at aftermarket units when I stumbled upon a forum thread. It stated that later-model Mk3s had an adjuster on them so the four and six-cylinder models could use the same item. It also said there was enough travel to allow the gauge to run a V8. As long as you have a post-1984 car then the rev counter should have a white back and the all-important adjuster.

Jeff Ind Email





Show smash

I've been to the last two or three Classic Ford Shows and regularly buy the magazine each month, and really enjoy them both. I think the weather putting a good few people off this year, but I still had a great day — my three month-old son brought me a ticket as a Father's Day present. He had his own ear defenders on watching the action on the strip and loved it.

There was a Mk3 Escort that, by the bodywork cut out at the back, I would say had been converted to either rear or or four-wheel-drive judging by the differential I could see. It was rapid, but unfortunately crashed into the wall on a run. What spec was the car running and has it been featured or is it going to be? And was the guy OK apart from bruised pride?

Matt Miller Fmail

Glad you enjoyed the show. The Escort belongs to Mark 'Wenny' Wenn, is four-wheel-drive and runs a full-house Cosworth YB. Unfortunately, one of the rear shafts snapped as the car launched, spinning it round into the wall.

Fortunately, Wenny is fine but the front end of the car less so, however, he is now beginning to repair the damage.

Capri rant

I adored the Ford Capri. The only thing I hated about it was the passenger-side door mirror. Why didn't they have the same mirrors on both sides? In Europe the driver's door mirror was the same as the UK



classic ford letters

Wenny's Mk3 could now live to race another day.

driver's door mirror, so why not just have adjustable door mirrors on both sides of the car? Rant over!

Ken Gakusei Manchester

That's Ford's penny-pinching for you!

Where cars?

What has happened to the Our Cars section in the mag? All we ever see is Mike's Fiesta. What's happened to Simon's Corsair, Jon's Cortinas and all the others? Come on, I know you must be busy with the mag, but give us an update, please.

John Court Classic Ford on Facebook

Sorry John, life gets in the way unfortunately, and not much has happened with the Corsair and Cortina of late. A bigger, better Our Cars section is coming soon.



On parade

Always a big favourite with members, the Ford Sidevalve Owner's Cliub managed to get no less than 11 100Es of various ages and guises lined up down one side of our stand at Tatton Hall Classic Car Show.

There was unbelievably bad weather on Sunday morning for the last day of May, but that didn't stop the cars or customers coming along.

Stuart Battersby www.fsoc.co.uk

GET IT OFF YOUR CHEST!

Got something to say? Email Classic Ford at **classicford.ed@kelsey.co.uk**, tweet **@classicfordmag**, or write to us at the address on page 5.

YOUR PHOTOS Cars, roadtrips, shows, tattoos... share your images right here. Email hi-res images to classic ford.ed@kelsey.co.uk or post them up on our Facebook page



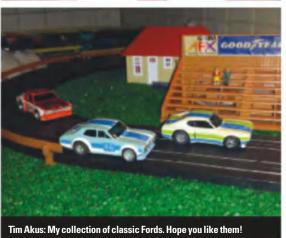
















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Fit custom brakes

We've done our research to solve the brake kit dilemma on Project Capri's 14 inch wheels. Now let's see how the kit fits.

he last part of our brake kit saga is the good bit – a whole load of boxes arrived at the Classic Ford workshop from Hi-Spec Motorsport after their session using their CMM – Coordinate Measuring Machine – coupled with a touch of computer-aided design. The result: they've built a brake system for us based around the non-standard spec of our American Racing sharp-spoke Torque Thrusts. We originally intended to use Mk4 Zodiac

Info

Contacts:

Hi-Spec Motorsport 01322 286850 www. hispecmotorsport. co.uk

Old Ford Auto Services 01344 422731 www.oldfordautos. co.uk hubs, which are almost identical to Capri ones but in five-stud format. However, Hi-Spec have replaced these with billet aluminium copies, which vary in a few details. Mostly, the discs now have a five-bolt fixing to the back instead of the Zodiac's four. They've also adapted a set of OE discs plus, they've incorporated a pair of their Ultralite 4 callipers in black. The kit's pretty comprehensive so let's see how it fits.



THE KIT

The kit is pretty much as complete as it gets — they supply virtually everything you need, right down to the braided brake hoses and brake fluid. Having said that however, we did have to spec our own disc-fitting bolts and calliper-mounting fixings, but the majority of the headaches are solved.



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BUYING GUIDF

Top tips for finding the best example of Ford's late '80s hot hatch.



1



Hi-Spec supplied us a pair of new billet alloy hubs that closely resembled our Mk4 Zodiac originals - like the former, these are five stud but you really need to cross the Ts and dot the Is - it's best to exactly spec what you need; right down to bearing size.



Turning the hub over, you can see the disc mounting face is increased to five from the Zodiac's original four. Being billet alloy, all the bolt holes are Helicoiled to take Metric bolts, which we needed to supply.



The first task is to assemble the hubs. We covered fitting the wheel bearings in a previous instalment so there's no need to recover old ground.



Suffice to say, Hi-Spec supplied a new bearing kit. We drove the new races home using a suitable alloy bearing-fitting tool, then we fitted the new bearings.



The next job is to assemble the wheel studs again these are supplied.



Discs next - these are machined from their inventory of OE discs, adapted to fit the alloy hubs. They are 257 mm diameter and also grooved to our spec of curved vanes.



They are of vented design too, which seriously aids in cooling.



The disc has been machined so it simply slips onto the back of the hub. You'll need to line up the fixing holes and since these have been adapted, there are a few!



Turn the new hubs over and you can see the five stud Helicoiled fixing.





how to fit custom brakes



Next, we supplied some Metric, Allen-headed bolts, making sure these wouldn't foul on the stub axle face as they revolve.



With the bearings assembled and the discs mounted, we fitted the assembly onto our Capri-based but shortened Gaz struts.



We've already covered fitting and tightening the bearings, so we packed them with the grease supplied in Hi-Spec's bearing kit, then fitted their own plastic dust covers.



Calliper time – these are Hi-Spec's own, which we discussed in last month's feature. They are Ultralite 4s, which are an M16 replacement based on AP Princess four-pots, with Hi-Spec improvements; finished in powdercoat black at our request.



The first job is assembly – although you can do this with the calliper on the car. Peel off the sticker which protects the brake pipe union threads from dirt....



...Then fit the supplied banjo fittings and braided brake hoses - you even get brake fluid, but we're not going that far yet as we've still got a ton of other work to do before we get to that stage!



Now we could mount the callipers to the Gaz struts -these use the original stub axle calliper mounts although they need some adapting.



We used standard Capri calliper bolts - although we sourced new ones.



However, they need spacing to centralise the calliper on the disc - this though is already calculated by Hi-Spec and they supply the relevant spacing washers.





You can see with the pads mounted, the disc is nicely centralised.



Pad assembly next – we need to remove the fixing pins, which are held in with small R-clips – these we simply pulled out with long-nosed pliers...



...followed by the pad-fixing pins.



The pads are readily available linings, in this case from Green Stuff meant for a Lotus Elise, which means they are uprated, but you can source them virtually anywhere.



Last bit then, fit the pins back in....



 \ldots Followed by those R-clips which we saved, of course!



And now for a very pretty shot of our brake disc kit fitted. The moment of truth next....



Finished! But of course there's still more to do to the rest of the car and surrounding hardware. For now though, we reckon this looks great!



We dropped the American Racing five-spoke in place to see if it fits. Guess what? It does — cue big smiles all-round!



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Door glass seal (interior)(each) £5.0
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Door sealMk4	
Door window channel	£10.24
Door glass seal (exterior)	
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Screen insert (chrome)	29.00
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Headlining	
Carpet set	£156.00
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Rear windscreen rubber	
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Door seal (each)	£20.10
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Door seal (each)	£20.10 £16.98 £12.00
Door seal (each) Boot seal	£20.10 £16.98 £12.00 (each) £4.99
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Door seal (each)	£20.10 £16.98 £12.00 (each) £4.99 (each) £18.72 (each) £8.40
Door seal (each). Boot seal Door window channel Door glass seal Door shut edge trim Rear opening quarter glass seal Bonnet seal	£20.10 £16.98 £12.00 (each) £4.99 (each) £18.72 (each) £8.40 £9.90
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Door seal (each) Boot seal Door window channel Door glass seal Door shut edge trim Rear opening quarte glass seal Bonnet seal Carpet set Headlining	£20.10 £16.98 £12.00 (each) £4.99 (each) £18.72 (each) £8.40 £9.90 £172.14
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Door seal (each) Boot seal Door window channel Door glass seal Door shut edge trim Rear opening quarte glass seal Bonnet seal Carpet set Headlining	

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Escort Manifold

Q I am after a stainless-steel exhaust manifold for my tuned, 2.1 Pintopowered Mk1 Escort — any good recommendations?

> Russ Email

A If you have the budget, then Simpson Race Exhausts will make up a bespoke manifold to suit your engine spec, though ideally they will need your car in their workshop.

If you want something off-the-shelf and therefore cheaper, the 4-into-1 manifolds from 105Speed are recognised to be pretty good in terms of fit and performance.

Leaking Gears

Q I have a 1984 manual Granada and I want to change the engine to a 2.8. What's the best available option for a transplant 2.8 V6 with carb? Also the gearbox is leaking at the prop end, what rear gearbox seal replacements should I get?

Andy Smith, Email A You don't say what engine you've got at the moment, and we're not quite sure what you mean by the best available option, but if you mean where to source one, try a 2.8 Mk2 Granada from 1977 to 1985. You can take the gearbox with it, if you can find a manual version, but many 2.8 engines in the Granada Estates were fitted with automatic boxes.

If you have a 2.3 V6, your gearbox ought to fit using the 2.3 rear engine plate, but if you get an engine from an automatic car you will also have to rebuild the back end with a manual flywheel and clutch. Check carefully on the spline fitting where the manual gearbox first motion shaft fits in the back of the crankshaft.

If you can get a look at the microfiche or computer-exploded diagrams at your local Ford main dealer before you get the engine, as you will then be in a better position. At the same time you can check on the type and availability of the gearbox rear seal.

Contacts

105speed 01234826827 www.105speed.com

3J Driveline 01926650426 www.3jdriveline.com

GAZ Shocks 01268 724585 www.gazshocks.com

Gmax 01292 288199 www.g-maxsuspension.

Gripper Diffs 02476638564 http://davemacprops.

Kent Cams 01303 248666 www.kentcams.com

Quaife/Tran-X 01732741144 http://quaife.co.uk

Simpson Race Exhausts 01753532222 www.simpson raceexhausts.com

Spax 01869244771 www.spax.co.uk

Trigger Wheels
http://trigger-wheels.com



Axle upgrade?

Q I am doing a full nut and bold restoration on a Mk2 Escort to a RS2000 flatfront from a sand-blasted bodyshell. and I am fitting a new Zetec with a few modifications to run at round 165 bhp and fitting a Type-9 gearbox. The problem is, I have read so much about the axle and diff and do not want to go the full Atlas route at £5000-upwards, so I want to know which would be the best solution and what ratios would be best. There is also a possibility I may go further with the engine — budget depending — but no more than 210 bhp. My whole emphasis with the build is reliability, as I intend to use the car a much as possible.

> Dave Crowther Email

A Fitting an Atlas axle is complete overkill for the power levels and use you are intending. As long as it's in healthy shape, you could keep your standard English axle set-up exactly as it is, and it will be more than up to the job, providing you are not planning on doing regular hard launches — even then you can still retain the English, but with stronger halfshafts.

We'd recommend fitting some form of limited-slip diff (LSD), though, whether it's the gear-driven ATB set-up from Quaife, or more traditional, plate-type LSD from the likes of 3J Driveline, Tran-X, Gripper and so on.

As for diff ratio choice — this is purely down to intended use and driver preference, but as you're fitting a Type-9, we'd go for either a 3.7 or 3.9:1 set-up.

Panel gaps

O I'm having a really tough time getting the panel gaps on my MkI Escort right. It's the front wing that's the problem. I've tried to get the wing flush with the door (as you look along the side of the car) which means I have to push the



your tech questions answered



wing inwards, but as soon as I do that I have problems with the bonnet (the wing's too close) and the scuttle panel (the wing doesn't fit underneath it as it should). Have you any idea what could be wrong? Do you think my other panels could be misaligned which is why the wing doesn't fit? Also, is there any way possible I can make the wing fit by modifying it?

Damo Savage Grantham, UK

A You don't say whether this panel is a genuine or panel part. If it's a pattern part, they never fit that well anyway, not without a lot of fiddling around. Get your wing lined up with the door and the front panel seam, and then try and adjust the bonnet over slightly to give an even gap between the wings and bonnet.



MK4 TUNING

Q I am currently restoring a Mk4 Escort which has a 1.3 OHV engine. What can I do to it in terms of making it faster?

Also, I would like to lower it so the arches sit just above the tyres — what would you recommend so my tyres don't scrub? I'm 19 so a bit new to all of this!

Callum Bligh Email

A "I have previously gone down the route of putting bike carbs on a 1.3 HCS engine with a homemade inlet, and disappointingly it only made a couple of horsepower more on the dyno after it was rejetted," says Mike Johnson. "The issue is the engine could really do supporting mods like opening up the tiny ports in the head with a better cam (Kent

Cams offer a 1.3 KA cam) and a four-branch exhaust manifold, as it's on a coil pack you could even put MegaJolt ignition management, available through Trigger Wheels, to improve the spark."

"We do admire tuning the smaller engines however it might be better putting the money into the styling until you can afford a more cost effective engine transplant.

"As for lowering it — Gaz offer coil-overs or you could swap the shocks and springs for a Gmax or Spax kit. If budget is tight then you can opt for just the springs. With regards to tyre clearance, this will depend on the tyre size and offset of the wheels you are running. It's always better to keep to a front-drive offset wheel and a lower profile tyre to prevent them from fouling on the arch."



Failing that, get the wing lined up with your bonnet, front panel and scuttle, and then try to pull the wing backwards to create an even door gap. You'll need to get someone to give you a hand, and as you coax the wing into position, get them to either clamp or drill the wing in place at sill level until it's all welded up. Unfortunately, as you've

discovered, getting a panel to fit correctly is hard work and there's always an element of fettling the new panel to make it fit.

Here to help!

Problem with your classic Ford? Email your query to **classicford.ed@kelsey.co.uk** or write to us at the address on page 5.



OUR CARS





month:

Took part in the Jersey International **Motoring Festival,** thought ľd won, did a few celebratory doughnuts, then lost

Next on the to-do list: Buy some new tyres,

return The Mutt to hooligan-spec

Contact: Jersey International Motoring Festival

http://jimf.je

JJ's Mk2 Escort

If you think you're in with a chance of winning an event, don't start mucking about, as JJ and The Mutt discovered recently...

t's been a strange couple of months here in the Mutt Shed. Work changes meant competition time was slashed due to the lack of budget, which was already stretched due to changes been done to the car, but I think everybody's in the same boat these days.

We didn't have far to go for our latest event as it was here on the island. The Jersey International Motoring Festival which was based over four days this year included two hillclimbs and one twisty sprint. A few classic Ford hardcore made it to the island for the touring part of the event, and it was great to see them and catch up. We entered the first event which was the twisty sprint as the car is now Category 2 Historic-spec apart from not been dry-sumped yet, and so for the first time in years I had to use a fourspeed gearbox. And yes, I still kept looking for fifth.

The event was based on the main promenade and used the car parks and

main carriageways and ran into the hours of darkness, which added to a really great atmosphere.

We found out on the practice run how slippery the car parks were and had to drop tyre pressures to get the car to turn in on the hairpins — no fun in an Escort with understeer! We settled in and realised that we had to drive in a different style with the 2-litre engine as it was a totally different drive than the old 2.1, but we set fastest time overall after three runs with a 45.17.

The last run was set to run at 11 pm and I stupidly had it in my mind that game over, we've won it! So we took off on our last run and showboated the circuit with doughnuts and rather wild handbrakes to drift The Mutt around for the crowd, the end result being a 5-litre Tiger pipped us by quarter of a second and I had destroyed the tyres that were supposed to last the weekend. But apart from learning a lesson we had great fun and it's

Photo: Simon Mildren

As usual, a day's competition always ends..

great to be in a competition with cars of all shapes and sizes been equal with close racing, second overall will have

Going live

Now due to the fact that you have to run 70-series tyres and I destroyed mine I turned to the live action arena, which involves closing a main part of the town to allow demo runs of all types of motorsport. We think most of Jersey turned up to watch and we entertained them with some great rally-style drifting and the mother of all doughnut sessions which killed rather a lot of tyres once again! When will I learn tyres are not cheap!

Next stop for me and The Mutt? A little regional rally in France in July, then change the car back hooligan-spec to go over to the mainland for some shows and hopefully kind of behave.

Until next time, keep 'er lit!



....with a series of doughnuts for JJ.



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On test: VALVE SPRING COMPRESSORS

Removing valves from a cylinder head is easy if you use the correct valve spring compressor tool. We put five to the test.

Words Gary Stretton Photos Gerard Hughes



wenty five years after first using a valve spring compressor to help strip down a cylinder head on my first engine rebuild, I can still recall the ease with which it did so. I remember the confidence it gave me to continue. That's the difference between using the correct tool or not.

I'd been fretting about how to remove the springs when I got the lucky loan of a valve spring compressor. My primary concerns were: A, not losing an eye thanks to a shooting spring; and B, not breaking anything in the process. Had I not had the loan, I wasn't in a position to buy a valve spring compressor, so would no doubt have cobbled together some method probably resulting in personal injury or broken components. I saw the light and wouldn't dream of attempting the task without one now. They are simple tools but there's still plenty to consider.

HOW WE TESTED

Each valve spring compressor was used to remove a valve, springs, collar and split collets from a standard cylinder head. Each compressor was adjusted in turn to achieve the compression needed from the minimum of handle effort and travel. If the compressor is set-up unnecessarily wide, too much effort can be required to close the handle down.

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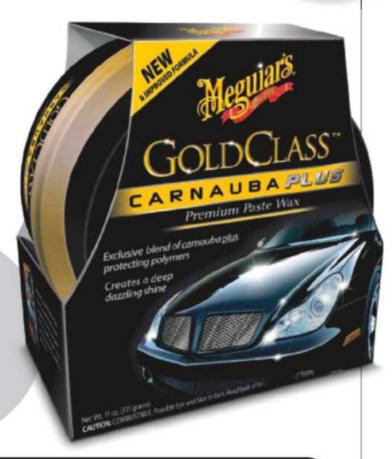
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Words and Photos Jeannot Boesen

SPA CLASSIC

Classic Fords from all over Europe racing on the world-famous Spa Francorchamps circuit? Welcome to Spa Classic 2015.

he fifth edition of the Spa Classic was held at the end of May on the infamous Ardennes circuit in Spa Francorchamps. Some 20,000 spectators had eyes for the 250 classic race cars going for broke around the rollercoaster circuit. Naturally, more than a few Fords and their owners found the way to this spectacular event, too including Belgian rally driver, Raphael de Borman in a beautiful Mk1 Escort (car number 5) in the 2-litre class, in which he took third place behind the beautiful

Capri RS3100 of British drivers, Chris Ward and John Young. Second place went to Steve Dance in his red Capri RS2600, meanwhile Trevor Reeves and Douglas Titford had some technical problems with the Kent-Capri RS2600 in the first heat. In the midfield we could found Ivor Dunbar in another Capri RS2600. British driver, Ben Gill in the number 12 Escort RS1600 was cocking the front wheel on every corner. Frenchman, Damien Kohler in the Escort RS1600 (car 16) had a few small problems with

his BDA engine in the first heat, buy by nightfall the car was running perfectly.

In the 1600cc class the winners in the second heat were Grant Tromans and Richard Meaden in a Lotus Cortina (car 63). They were beaten by the BMW — and ex-Formula 1 driver — Jackie Oliver in the first heat, while third place went to car number 5, the Lotus Cortina with drivers Carlos Monteverde and Gary Pearson. This car had some problems during the second heat and their their third place was taken by

spa classic





























MOTORSPORT



the Lotus Cortina (car 16) of David Tomlin and Martin Stretton. Fourth place was taken by Belgian, Raphael de Borman in the green/yellow Lotus (24). Car 161, the Cortina had a small incident while his bonnet opened while being going flat out over the start line.

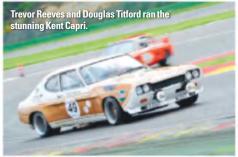
In the '60s endurance class we found two Mustangs — number 42 with the British drivers, Paul Chase-Gardener and David Allen, and the number 67 car driven by Thomas Studer from Switzerland. In the sports car class, there was the beautiful Ford GT40 convertible (number 194) with the Portugese drivers, Rui Silva and Joaquim Jorge.

With the typical Spa foggy weather in the morning and beautiful sunshine during the day, everybody had a great weekend with lots of action in all the classes.

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BACKON After taking a hit

during a race at
Goodwood in 2013,
Throbnozzle Racing's
early Cortina GT is back
and better than ever.

Perhaps even worse, Joe wasn't driving at the time — he was sharing driving duties with a professional racer — and after what's best-described as a racing incident with another car, the Cortina ended up the worst off, after taking a heavy impact to the driver's side. Luckily, both drivers were OK, but as the Cortina was taken back to the pits, it initially wasn't looking good for the GT's future.

"I was pretty stunned," admits Joe, "and it was a while before I could go into the lock-up and take a good look at what needed doing"

In a fix

Fortunately, when Joe did, he discovered the damage wasn't as bad as first thought. Yes, the wing was a mess, along with the door and sill, and the rear three-quarter panel had taken a hit, too, but the chassis rails and floor were fine and

it was just bolt-on parts — bent steering arms, damper rod and broken anti-roll bar mounts — to account for the impact.

Even if the damage had been far worse, we're pretty sure Joe would have done whatever he could to have saved the car anyway. The very early and original GT is one of those never-been welded examples that we all wish we could find, dragged home from a farm in Dorset over a decade ago. "I'd sold another GT to a guy who lived down there and offered to deliver it," recalls Joe. "When I was there I asked him he knew of any others for sale and he mentioned this one was round the corner. When I took a look, it appeared very tatty, which I guess was why no-one else bought it, but it was in fact in incredibly good shape. I paid just £630 for it."

Joe towed it home that evening, knowing it would make the perfect base for a Historic race car build he was planning. This was completed in 2004 and for the next nine years, the Mk1 lapped up the race circuits of the UK and mainland Europe before that fateful day at Goodwood. Now the challenge was on to bring the Mk1 back, only this time even better than before.

hen it comes to competing in classic Fords in motorsport, there's always the chance that sooner or later something bad is going to happen — especially when we're talking about the bumper-to-bumper antics of historic circuit racing — but it's no less shocking when it does.

So when photos started circulating of Joe Allenby-Byrne's well-known Cortina GT with some fairly serious side damage after a St Mary's Trophy race at Goodwood Revival back in 2013, the classic Ford world was stunned to say the least.







Rebuilt twin 40s mount on pukka TNR inlet manifolds.

With a shell that previously had seen very little attention from the welder over its 50 years, Joe was keen to repair it as sympathetically as possible. "The nearside front wing had been replaced at some point, but apart from that it was all original, and luckily untouched by the accident," says Joe. "Obviously, the offside was a different story, but even so, I replaced far less that I initially thought I would need to."

The original front wing amazingly could be hammered back into shape. The driver's door needed replacing and while the sill below it was a mess and needed a new outer section letting in, fortunately the chassis rails behind were OK. Once the rear three-quarter panel had been carefully repaired, Joe then took the shell over to Autoblast in Horsham to be shotblasted, partly to remove the Ziebart rust-prevention treatment the car had been given years before, and which was now considered dead weight.

With the shell home, and almost ready to prep for paint, this time around, Joe decided to improve on a few areas where allowed, to make the shell slightly stronger. These included



Compact, uprated Powerlite starter motor fits a treat.

stiffening the bulkhead around the steering box to stop it flexing and strengthening the anti-roll bar mounts. "I drilled them through and put small steel tubes running through the chassis rails," explains Joe. "The mounting bolts now go right through the rails, so there's far less chance of the mounts shearing off."

With Joe happy with the bodywork, all that was left was to add some fresh coats of stunning Bermuda Blue to the exterior (Joe had already painted the interior and underside), applied by Jamie at J&L Coachworks who also reapplied the now-infamous Willment stripes that run front to to back. As the race team responsible for preparing and running the Cortina GTs for Ford back in the day, it's understandable that Joe has more than a passing interest in Willment Racing, building up a big archive over the years and even going to the lengths of recreating the custom dash pod that Willment made for the original GT race cars to replace the strip speedo and to house the standard-style gauges (this was before the Lotus Cortina came along with its factory dash pod).



FRESH STEELS

If you know your Lotus steels, then one look at the set on the Cortina and you'll realise that there's something different about them. Joe wanted extra cooling for the front brakes and so the centres of the wheels are actually the early ones found on Anglias and the first of the Cortinas, which feature four cut-outs at the edges. Rather than cut up a set of Lotus steels to fit these centres to the wider rims, instead Joe found some Dunlop 5.5x13 steels from a TriumphTR7, carefully removed the rims from the centres, then had the new rims welded onto the Ford centres, adding Maltese Cross-style bracing at the rears to make them stronger. Simple, but effective.

MOTORSPORT CLASSIC FORDS FLAT-OUT ON THE STAGE, STRIP AND TRACK





One-off 1500GT badge based on pre-production shots.

Less weight

As the car was refitted, Joe spent time carefully working out where he could save some extra kilos. The minimum weight limit for Cortina GTs in homologated race form is 728 kg, and in Goodwood trim, Joe's weighed in at 802 kg. He didn't want to resort to fitting alloy or composite panels but even so, managed to save 3.5 kg just by removing the cross-bracing from the bootlid.

Elsewhere, the side glass was replaced with polycarbonate from Airedale (www.raceplastics. com), and the original full-length exhaust system (which weighed 14 kg) was removed in favour of a home-brewed side-exit one. Even the glovebox lid (which weighed 900 g) was replaced with an alloy one Joe spent time carefully making from scratch.

This careful attention has really paid off, with the Cortina now weighing in at 740 kg. Bearing in mind the GTs were homologated without a roll cage and Joe's runs a full 40 kg one with extra door and dash bars, that's some going. "I still think I can get it down to 730 kg," he reckons.

Pushrod performance

Of course, as the brains behind Throbnozzle Racing, the Ford Kent-based race engine building business, meant Joe wasn't about the hand over the powerplant duties to anyone else, and despite the existing Pre-Crossflow being in good shape, he decided to start from scratch.

Starting with a 1500 block bored out to 83 mm, the bottom end runs a standard-stroke Farndon steel crank, I-beam steel rods to Joe's own spec, and Carillo forged pistons sourced from the US. The head is based around a new-old stock casting and heavily-reworked by

Joe, and fitted with his own race-spec valves. There's a whole host of other trick bits including his own design cam and inlet manifolds, developed after years of playing around with and developing Pre-Crossflows, but even so, the engine remains fully FIA-compliant, yet puts out a stonking 144 bhp at 7100 rpm (it'll rev to over 8000), and needless to say, it sounds the absolute business.

The rest of the running gear also remains within the letter of the law and is largely in keeping with the period, as you'd expect. The three-rail 'box currently runs Quaife internals inside the original iron casing but with an alloy tailshaft and bellhousing.

You can't do too much with the suspension and brakes in Historic racing, so the front struts are still fixed-platform (but with uprated GAZ inserts), though there's a thicker anti-roll bar and there aren't even a pair of radius arms on the rear even though the GT ran them — Joe reckon's they're not needed.

Track-bound

Joe hasn't wasted time since the rebuild was completed earlier this year, and neither has he been precious about keeping it away from the circuits — as part of the HRDC All Stars series (see www.hrdc.eu) he's raced it at Brands and Silverstone with a class win at the former.

"While this rebuild is fresh in my mind, I'd also love to build another Willment replica — I have all the right parts and even a good base car. I just need to find the right person that wants one!"

There's also a chance that the Cortina could be back at this year's Goodwood Revival in September. Let's hope he doesn't lend the keys to anyone this time.

Tech Spec

Body

Export-spec 1963 pre-Aeroflow Cortina GT, all steel panels, stripped by hand, blasted to bare metal, minor repairs, chassis rails seam welded, anti-roll bar and steering box mountings reinforced, six-point Rollcentre cage welded in with added door and dash bars inT45, reinforced seat and harness mountings, polycarbonate windows. Paint: Ford Bermuda Blue with red Willment stripes. Weight: 740 kg (no fuel)

Engine

120E 1500 Pre-Crossflow block rebored 83 mm, CP-Carrillo forged pistons, TNR I-section steel con-rods, Farndon EN19 four-bolt, rope-seal steel crank balanced to TNR steel flywheel and AP Racing organic clutch, new-old stock 1500 Pre-Crossflow head casting fitted with TNR race valve kit, TNR 804 race cam, duplex Vernier timing kit, baffled sump and genuine Ford highpressure oil pump, TNR lightweight V pulleys non-vacuum points distributor, TNR inlet manifolds with Italian Weber 40DCOE 18 sidedraught carbs with 32 mm chokes, 105Speed 4-2-1 exhaust manifold, home-made experimental 2 inch side exit system (98 db), Powerlite alternator and starter, recored brass radiator, Mk1 Cortina Owners' Club hoses. Power: 144 bhp @ 7100 rpm, 122 lb.ft @ 5000 rpm

Transmission

Quaife three-rail close-ratio synchro 'box with aluminium bellhousing, tail and remote, 4.4 or 4.7:1 cwp, plate-type LSD with aluminium nose, standard GT halfshafts

Suspension

Front: GAZ fixed platform struts, 450 lb springs, 24 mm anti-roll bar, Mk1 Cortina Owners' Club poly top mounts.

Rear: single-leaf Capri springs, GAZ dampers

Brakes

Front: P14 callipers with Mintex pads, standard discs.

Rear: 9 inch GT drums, Mintex relined shoes. Braided hoses, 0.75 inch master cylinder

Wheels And Tyres

Early Ford open centres on Dunlop 5.5x13 inch rims with extra bracing, Dunlop 4.50M13 front and 5.25M13 rear crossply racing tyres

Interior

Original door cards, FIA-spec Corbeau Sprint seat, Sparco five-point harnesses, replica Willment dash pod, 10,000 rev counter housed in GT pod, fire suppresion system, all lines runs inside, large oil pressure warning light, alloy 60-litre fuel tank in boot with Facet RedTop pump and Filter King fuel pressure regulator

Thanks

Geoff at Autoblast (http://autoblastsussex.co.uk), Jamie at J&L Coachworks (07851 834644), Lee at LGS Welding, Rob at Powerlite (www.powerlite-units.com), and Justine and Arthur and friends for help, support and moral boosting when I nearly gave up.

Contact:Throbnozzle Racing, 01273 840697, http://throbnozzle-racing.co.uk



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RACRALLY Words and Photos Paul Lawrence CHAMPIONSHIP

Dust, rocks and broken Escorts on the Severn Valley.

Round four: Severn Valley Stages, May 30, 2015



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WHERE TO WATCH

THE RAC CALENDAR

Now in its third year, the RAC Rally Championship attracts top cars and drivers to the forest and gravel-based series, with classic Fords in abundance. The core of the championship are the historic Categories One (pre-1968 cars), Two (pre-1975) and Three (pre-1982), plus the Open Category for pre-1987 two-wheel-drive cars.

You can watch the action at the following rounds, or catch up after the rallies with full coverage on Motors TV and via the iRally app, or for the latest news go to: www.racrallychamp.org.

Round 6

July 26 – Harry Flatters www.breconmotorclub.co.uk

Round 7

September 25-26 — Trackrod Rally Yorkshire

www.trackrodmotorclub.co.uk

ames Potter and Bob Duck were the top finishers in the West Wales Rally Spares during round four, the Severn Valley Stages.

Potter and Duck moved ahead in the overall RAC standings in their Mk2 Escort when Open Category runners Phil Burton and Mal Capstick smashed a wheel on their Escort and handed victory in the Open section to the Toyota Corolla of Graham Waite and Mike Reynolds.

James Potter and Bob Duck battled the hard conditions to end up top finishers on round four in their Mk2 Escort Most of the leading crews made the visit to Wales for a compact eight-stage event based at the Royal Welsh Showground in Builth Wells, although the Opel Manta of Simon and Alister Crook was absent after its accident on the Pirelli Carlisle Rally.

Despite overnight rain the stages in the Crychan region were still very dry and abrasive. Burton's Mk2 Escort was soon in charge at the head of the Open Category and was over a minute clear of second



historic rallying

1600cc Mk2 Escort of Graham Standen and Jane Edgington was the worthy class D2 winner.

placed Layton Waters and Tudor Jenkins (Toyota Starlet) when they arrived at service after the first four stages.

"We were overheating at the start, but it was soon OK—just tyre wear to think about really," said Burton.

Waters had moved into second on stage three in Halfway after Barry Stevenson-Wheeler and John Pickavance (Mk2 Escort) overshot a hairpin and then punctured on stage four. Although Waters left service he soon returned without completing another stage.

"The rear end handling wasn't right, so we stopped, maybe it's the diff. Then it had a misfire so we retired." said Waters.

Burton had further increased his lead on stage five when disaster struck in stage six in Crychan.

"We smashed a front wheel on a compression and had to stop to change it," he explained.

Stevenson-Wheeler found himself in the lead, but he was in trouble again on the penultimate stage. "We had to stop as we

got a rear puncture early into the stage," he said

So it was Waite and Reynolds who took the Open Category spoils in their Toyota Corolla by just three seconds from Burton, whoi still won his class, however, following Stevenson-Wheeler's second puncture.

Potter was comfortably the pick of the historic crews, turning his one second lead on the opening stage to a 1 minute, 16 second victory over Gary Cooper and Jon Riley.

"During the first half I was just trying to manage my tyres, not to slow down to manage them," said Potter at service. But he had his own drama on stage six, when a small boulder pierced the bulkhead and left a hole just under his Escort's pedals. For Cooper just finishing the event was cause for celebration. "We had a lot of small problems but overcame them. We hadn't finished a rally in the car yet, so we are really pleased and will probably do the Carlisle Stages now," he said.

Vince Bristow and Tim Sayer (Mk1 Escort) had one aim, which was to finish after a torrid season to date. Bristow not only achieved that but was also the Category 2 winner, well clear of the Escorts of Stuart Cariss and Linda Cariss, Matthew Honeyborne and James Curtis, and Malcolm Bayliss and Siobhan Pugh.

The Mk2 Escort off Grahame Standen and Jane Edgington won class D2 and was third historic crew as well as the best 1600cc car among the RAC contenders.

The Severn Valley Stages was organised by the Midland Manor Motor Club.

"VINCE BRISTOW AND TIM SAYER HAD ONE AIM: TO FINISH THE RALLY AFTER A TORRID SEASON TO DATE"











Old Skool Ford Drag Challenge 2015

Round 3: Classic Ford Show May 31

A great turnout and several personal bests meant the OSFDC crew put on a great performance at this year's Classic Ford Show.

rag racing is all about reaction times, power, and traction, but if you don't have that last part of the equation you're going to have a bad time, and this was how it was looking on the morning of Classic Ford Show. After the previous day's fair-weather Run What Yer Brung it was looking decidedly moist for Sunday's racing, but a strong wind kept the rain clouds moving and the track was cleared early afternoon to the relief of the crowds and the 27 OSFDC entrants.

Joining us for the first time this year following extensive fabrication work by Joe Little on his immaculate, Ashton Pinto'd Mk1 Escort, was Joe Ashton and he did not disappoint. Smokey burnouts and a 12.18 time shot him up to fifth place for this round.

Local boys, Iain Hogg in his Olympic Blue Zetec-powered Mk1 Mex and Paul Burrows in his orange MK3 Cortina were running 13.86 and 14.20 to place them in 14th and 17th place respectively at this round. These lads are no trailer queens either, driving their motors to and

from the track. Their participation at all three rounds so far this year has kept them both in the top 20 overall.

Running standard shafts, medium-compound tyres and a 2.1 HPE Pinto was newcomer Billy Smith from Kent in his animal Mk1 Escort. Looking like an extra in a Jason Statham movie, Billy's dogged determination saw him cross the finish line with a noteworthy 12.88 having started the day in the 13s and securing him a third place trophy.

Current OSFDC leaders, Chris Todd and Kev Jenkins continued their epic battle for top spot. With a fresh new set of M&H Slicks for Chris it was all looking good until they expanded and touched his wheel arches at 1000 feet leaving a 133 mph plume of smoke and a 1 cm groove all round, but resulting in a 9.95-second pass. Kev squeezed even more out of his 'slightly' modified XE engine and ran a Personal Best of 8.78. We can't wait for the day these boys plumb in the gas!

TOP 5 FOR ROUND 3

MOOND 3			
1st	Kev Jenkins	MK1 Escort	
2nd	Robert White	Mk3 Capri	
3rd	Billy Smith	Mk1 Escort	
4th	Nikki Gunner	MK1 Fiesta	
5th	Joe Ashton	MK1 Escort	

STILL TO COME

Round 5: Saturday Night Special/

RWYB, August 8-9

Round 6: VW Action, August 22-23

Round 7: FordFest: September 12-13













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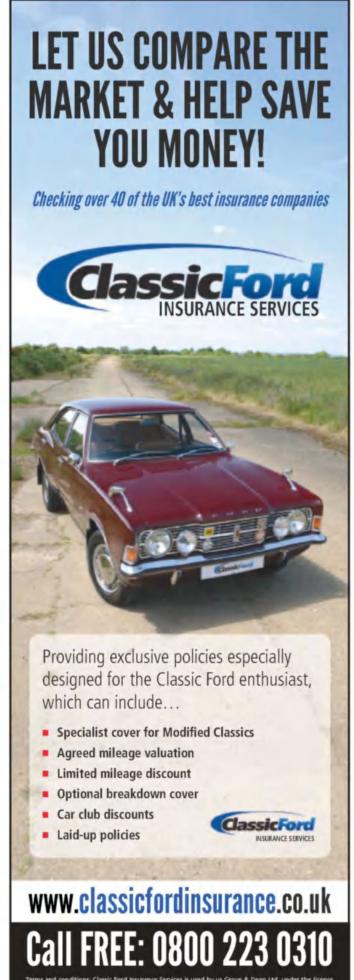
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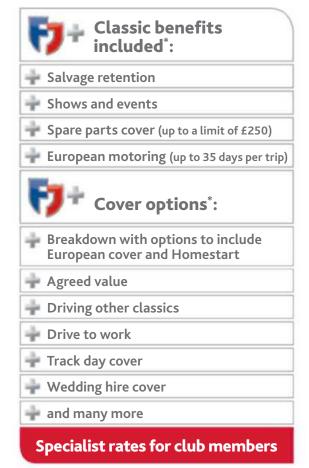
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FIESTA XR2i

Just breaking into classic territory, the Mk3-based XR2i is a proper hot hatch. Here's what to look for.

Words Christian Tilbury Photos Darren Woolway

Better late than never sums up the October 1989 launch of the Fiesta XR2i, the fuel-injected hot hatch arriving 10 months after the debut of the Mk3.

Truth be told, the XR2i's long overdue appearance was no mistake, Ford intentionally choosing to keep the limelight on the lesser, cooking models. Shrewd marketing meant that performance Fiesta fans knew that the XR2i was in the pipeline though, and, when it did surface, it certainly looked to be worth the wait.

A chunky bodykit added plenty of purpose to the Mk3 shell and although alloy wheels weren't standard, Ford did compensate the XR buyer with a striking quartet of driving lights grafted into the front bumper.

Thankfully, the XR2i had enough grunt to justify its sporty exterior. Once again, the 1596cc CVH motor was entrusted to power the XR-badged Fiesta, but adding the extra poke needed to haul the heavier shell was the addition of fuel-injection. Rather than simply lifting the motor untouched from the Escort XR3i, Ford instead opted to refine it with their own system utilising Weber injectors and its own EEC-IV engine management. The camshaft and manifold specifications were altered to suit and, in real world terms, it all added up to a top end of 119 mph and 0-60 mph in 8.9 seconds.

Factor in the sharp looking Zolda interior trim, plus a good spread of standard equipment, and the XR2i was very nearly the real deal, the only criticisms being aimed at its slightly soft handling and slow steering.

Still, arguably compromised driving dynamics aside, the XR2i was every inch the smash that Ford had hoped. It got better in later years with the addition of the 16-valve Zetec motor and much stiffer suspension, but if you want to keep it real and retro, then it's the original, CVH-engined XR2i that's the one to have.

Admittedly, it's not everyone's idea of a classic Ford, but if interest in the XR2i is anything to go by, it's certainly winning plenty of people over.

Besides, if you've got a secret '80s hot hatch itch and are a fan of the Blue Oval, then there are few cheaper ways to give it a good scratch than with the XR2i.

THE OWNER

Greg Day

With retirement just around the corner, Greg Day knew exactly how to celebrate the occasion – by purchasing this mint 1991 XR2i. Sourced from a collector at the start of the year, the Radiant Red. H-plater is the latest in a long line of Fords that have passed through Greg's hands and it marks the end of his 25-year hankering for an XR2i. Understandably, Greg didn't want any old XR2i and after trawling through the inevitable ragged and rotten examples, he settled on this 44,000-mile, five-owner example that's all original apart from the soon-tobe-replaced head unit. "I've tidied up the battery trav a little and had it Waxoyled, but otherwise it has needed nothing and even still has its factory jack and stickers," said Greg. "I prefer the shape of the Mk3 to the older XR2s, plus it goes well and holds the road OK, too."





"A CHUNKY, COLOUR-CODED BODYKIT ADDED PLENTY OF PURPOSE TO THE MK3'S SHELL"

BODYWORK

Rust around the fuel filler cap is commonplace, although it's rot in the bulkhead, floorpan and sills that is of a greater concern. Other areas to check include the seams of the tailgate and doors, front edges of the wings, front panel, around the sunroof, and the valances and rear arches that are hidden by the bodykit. An ill-fitting bodykit points

to possible past accident damage, as does the lack of the factory stamps and sealer on the front wings. Replacing poorly panels and bodykits is cheap and easy though. Missing or damaged side mouldings are more of an issue, NOS commanding a premium and second-hand ones tending to wrinkle once they've been removed.

ELECTRICS

Vulnerable driving lights can be replaced easily enough with second-hand items, as can any faulty switchgear. Electric windows are traditionally a little lazy, while any irregularities in the elecatrics are usually down to perished wiring and corroded connections, although aged, aftermarket immobilisers and alarms can prove very troublesome. Demand for factory audio is rising, but it should still be possible to find the correct Ford head unit if it's missing. It shouldn't cost much more than £40-50 and any missing codes can now be sourced via the internet.



INTERIOR

The Zolda trim wears well, but if replacement seats are needed then they can be picked up second-hand for as little as £10. Many of the plastics can also be sourced, although replacing the likes of saggy and

creased door cards and often cut parcel shelves can be a little more tricky and costly. Steering wheel is unique to the XR2i and 1.6S, but even good, used replacements shouldn't cost more than £20-£30.

BRAKES

Hard use easily warps the front discs - juddering through the steering wheel under braking and a wobble at about 50-60 mph being the giveaways. Expect to have to go through the brakes on a sparingly-used or stood car, but it's cheap to do with a set of OE discs costing circa £30-40 a pair and the often seized rear wheel cylinders costing just £5 apiece. Optional SCS ABS braking system is more hassle than it's worth, but check it pulses hard through the pedal when you stamp on the brakes - otherwise it's an MoT fail and a costly fix.

CFBUYER



Price: £4995 ono On sale at: internet auction For: Low miles, condition Against: Strong money, aftermarket wheels This late-1991 registered XR2i is described as being in absolutely outstanding order throughout, showing just over 31,000 miles and having only two recorded owners plus the supplying dealership. Standard aside from the five-spoke alloys and even including the original Ford floor mats, the Fiesta comes with loads of history, a fresh MoT and new battery. The cambelt, radiator, suspension arms and tyres were also replaced at a recent service.

"IF YOU WANT TO KEEP IT RETRO, THEN THE ORIGINAL CVH-ENGINED CAR IS THE ONE TO HAVE"

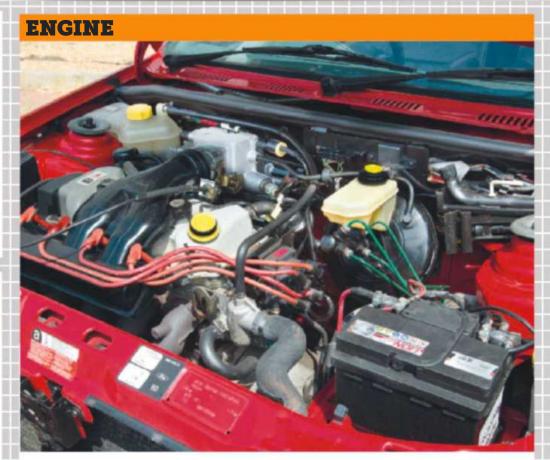


GEARBOX

The B5 gearbox's biggest malady is collapsed bearings – commonly on the output shaft — with the telltale being a rumbling that increases with speed. Fifth gear can also be noisy on a worn 'box and if the speedometer isn't working or is erratic in operation, it can mean that the differential bearings are breaking up. Failing synchromesh is most likely on second gear, while selection problems stem from play in the linkage or the often worn plastic clutch adjuster ratchet.

STEERING & SUSPENSION

The XR2i's handling was criticised for being a soft, but wallowing points to tired springs and dampers — the originals usually past their best at 60,000 miles. A loose rear end points to worn beam bushes. Steering is a bit slow, but any vagueness — especially when combined with knocking over bumps — often means the weak bottom arm bushes are shot. Lowered cars are common, but anything more than a 30-40 mm drop is considered detrimental to handling.



Blue smoke and a rattling top end are indications of advanced engine wear, and it's also worth checking that the XR2i hasn't thrown its oil filler cap off after a run due to crankcase pressure. Regular oil changes are needed to stop the hydraulic tappets getting sludged-up and writing off the camshaft, and the CVH also needs cambelt changes at 20,000-mile intervals. Poor starting can mean fuel pump issues or the crankshaft sensor. Cutting out is a symptom of a faulty idle speed control valve.

buyer's guide: fiesta xr2i











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VALUES

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MoT'd runners

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Straight, tidy cars

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Good to excellent examples

based on conventional Fiesta,

1596cc, four cylinders, in-line, belt-driven camshaft, cast aluminium cylinder head, cast iron block, EEC-IV fuel-injection.

Power: 110 bhp @ 6,000 rpm, 102 lbf.ft @ 2800 rpm

TRANSMISSION

Type: front-wheel-drive Gearbox: Type B5 five-speed manual

Suspension

Front: MacPherson struts, anti-roll bar, coil springs Rear: trailing arms, torsion beam, coil springs, telescopic dampers, anti-roll bar

Steering

Type: rack-and-pinion Lock-to-lock: 4.2 turns

Brakes

System: vacuum servoassisted dual circuit, optional

Front: 240 mm vented discs Rear: 203 mm drums

Wheels and tyres

5.5x13 inch steel wheels (optional 5.5x14 inch alloys), 185/60HR13 tyres (185/55/ HR14)

Performance

Maximum speed: 119 mph 0-60 mph: 8.9 seconds

Price when launched £9995

Thanks Greg Day





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ANGLIA

105E DELUXE



1965, 38,000 miles, £6,500. Original bill of sale, 3 owners, Restored/ Resprayedin 2012, re-chromed bumpers, superbinterior, new carpets/battery, still has orginal jacking points, MoT till July 2016. Kent. 01622 861349

CAPRI 1600 LASER



1986, £2,250. Automatic. MoT April 2016. 1,400 miles last 9 years. Recovered Ghia interior. Sportex exhaust inc four branch manifold. Bodywork good for year, Norfolk, 01502 731626 (PB)

CAPRIZ SINJECTION



1983, £5,500 ono. Graphite grey. 4 speed box and Carla trim (car built in Nov 82 but not registered till Aug 83). The engine and box are also in excellent condition covering 120k trim is an a very good condition too. Car has 9 months MoT. Willing to swap/px. Lancashire. 07479 938819

CAPRILASER 2 LITRE



1986, 93,400 miles, £2,350. Always garaged. Full MoT. 07840 783722

CONSUL

CONSUL MK2 ESTATE

1962, 83,000 miles, £5,950.

Extremely rare car. New MoT. Drives great. Has had a poor quality respray which needs doing again properly. Lack of garage forces reluctant sale. East Sussex. 07836 251000

CORSAIR

CORSAIR



1965, 47,041 miles, £POA. The sills are all original + the suspension strut tops, doors etc. All the receipts for items spent on car + photos of how the car looked when I first bought it. The car has been converted to negative earth and an alternator fitted + all items are fused. Engine is the original 1500 unit. West Midlands. 07908 642728

CORTINA



1976, £7,950. This is believed to be 1 of only 3 in this country. This car is fitted with a 3.0 Ford Essex V6 similar to that in a capri and also comes with a 5 speed manual gearbox. The wheels are believed to be genuine Lotus Cortina wheels. It is a running, driving truck with a new and advisory free MoT that is ready to be enjoyed. Norfolk. 07856 952383 or 01508 49183 (HP)

CORTINA 1500 SUPER

1964, £5,000. New spax suspension, Lotus steels, double anti roll bar, M16 calipers and vented discs, good car for age, reluctant sale, owned for 24 years, Suffolk, 07563 533150

CORTINA 23 GHIAS



1981, 44,000 miles, £3,995. V6 engine, Oyster gold, No MoT. Stored in dry garage. Bodywork very good. The Ghia S is one of the rarest cars left in existence. Cheshire, 07932 910099 (PB)



11/1969, £2,000 ono. LHD. MoT Nov 2015, Stainless exhaust, Rebuilt steering box. Webasto sunfoof. D1 wheels, Good tyres, engine.Smokes-free. Rebuilt original engine with car. Hertfordshire. 01763 281321 / 07989 154191 (PB)

ESCORT

ESCORT 55D VAN

1999, 89,000 miles, £595. White, London exempt emissions, fitted 'Rhino' roof bars, requires sill welding for MoT hence spares/repair, drives ok, clean little van. Surrey. 01737 769887



1971, £8,495 ono. The car has been imported into the UK by me from the southern hemesphere. All import taxes paid all paperwork complete and with the car. The car is ready to drive away. It comes with a full 12 months UK MoT, it is Taxed, 1300cc crossflow, new distributor, distrubutor cap, rotor arm, coil lead and HT leads. Lancashire, 07583 440229 (HP)



1972, 45,000 miles, £12,000, 12 month MoT.Car is left hand drive.lt has had full outer respray, seats, door cards and rear parcel shelf re upholstered. Brand new carpets fitted. Engine very clean. Car real head turner. Value will only increase year after year. West Midlands. 07979 263497

ESCORT POPULAR

1988, Less than 40,000 miles, £700. All original features. Sold as seen. Brighton, 01273 278003 (JP)

ESCORT SALOON



1996, 67,000 miles, £395 ono. Special Edition 'Masquerade' 1600ccGreen-One lady owner from NewMOT 1st Nov 2015. Rear Bumper damaged on near sideStarts first time and runs well. Notts. 0115 925 7829 (JW)

ESCORT XR3I CABRIOLET



1992, £2,995. Recently restored in polaris grey in excellent condition with a fully working electric roof and recaro interior. 4x electric windows, electric mohair roof with leather roof protector included, power steering, a full upgrade recaro interior, uprgrade cd player with aux/ipod/iphone connectivity, ford 16' alloy wheels, for 3 spoke steering wheel Yorkshire. 07749 409069 (HP)

FIESTA

FIESTA 1.1 LX



1991, £125. Complete car plus loads of spares. Brand new tyre, mirror and oil filter, Suffolk, 01986 948120/ 07739410359

ESTA POPULAR PLUS 1.1



1989, £800 ono. Great little first car. aswell as being a good runner, genuine mileage of 64665 with paperwork to back this up and service history. Car has a full 12 month MoT until April 2016. There is abit of rust above the rear drivers side wheel arch and a few car park scratches and dents. Vehicle sold as seen!. Hampshire. 07540 222404



1990, 115,000 miles, £2,200 ono. Fox alloys, is lowered by 35mm, has a Peco back box. Engine is unmodified, with the exception of a cone air filter. Original parts - wheels, parcel shelf, stereo, air box etc.6 months MoT remaining although no mileage since last one - has been in dry storage since. Somerset. 07772 109417 (HP)

FOCUS

RS FOCUS

3,350 miles, £24,000. 59 plate, white, showroom condition, no time wasters please, Denbighshire. 01824 705463

GRANADA

2.8 GHIA

1984, £2,000, Non runner Granny but shed load spares, total clear out, last Granada Mk2 reg in Norfolk. Norfolk. 07768 090407

GRANADA GLX/AUTO 2.0L



1991, 98,161 miles, £1,995. Blue, one family owned before March 15. Garaged, no rust. MoT from March 15. price reflects dent in the door, missing hubcap and light scratches. Non smokers. Oxfordshire. 07907 618759

GRANADA MK2 2.8 ESTATE



1985, 158,000 miles, £3,950 offer. Extras I have fitted are Ghia wheels and grille (I have the original grille), driving and fog lamps, Injection front spoiler, Ghia front over riders with headlamp washers, rear seat belts. and a nearside rear fog lamp (as they originally only had one) and a sunroof visor. The headlamps have been upgraded. Huge history file with receipts almost from new and there is fresh oil and filter fitted so it ready to drive. I also have a vast amount of spares including many new panels and other hard to get parts as well as many excellent used items. I will sell these separate once the car is sold but not before. Wigan. 07778 136563

MONDEO

MONDEO 2.0

1993, £300. Petrol Ghia 5 Door Hatch. With Alloys-Has had same owner for 20 years. No MoT-Good Runner. Scotland. 01416 396837

ORION

ORION



1993, £1,950. This car is a rust free car it's like a time warp its been dry stored for 15 years in a garage it's got all the old paper work service history old log book it's a total original car the spare wheel has never been on it there's four brand new tyres on it 12 month MoT, the engine bay could do with a good clean and it drives like a new car. Shropshire, 07799 103060 (HP)

ORION 1.6 GL



1986, 97,000 miles, £1,495. 1986 Ford Orion 1.6 GL. 4 door, Maroon, Grey Trim, 97,000 miles, will come with new MOT, just been serviced, good runner, very clean, On Sorn. Royston. 01763 250377

ORION 1.6I GHIA



1984, £2,200 ono. Rare car. In good condition overall. Lots of recent parts. Bodywork requires slight attention. Sold with 12 months MoT. Currently SORN. Phone for more information. Cornwall. 07813 648496 (PB)

POPULAR

POPULAR 1200



1959, 85,000 miles, £8,995. Is in near concours condition. Totally restored to perfection with mechanics, chassis and bodywork all done to the highest standards. This fabulous car was first registered in 1959. It is powered by a completely overhauled Ford Side-Valve 1172 cc, 30 bhp four-cylinder engine. It has a single vacuum-powered wiper, a heater, vinyl trim. A fifties British motoring Icon. Simply fantastic. www.car-link.co.uk. 01202 481199

PREFECT

PREFECT 107



1960, £6,000. Chance to own unique prefect. This is the only remaining authentic Poile 107E. Restored over the last five years, now solid as a rock with new chasis rails, sills, F+R valances and boot floor. New brakes, fuel pipe, battery, tyres, door straps come with police radio and roof box/ Blue light, 01545 590332.

SIERRA

SIERRA 4X4 ESTATE 2.0LTR



1991, £6,500. 4 Electric windows, factory tilt slide sunroof. Central locking headlight wash/wipe. Excellent condition. Very clean interior. Year MoT from May 2015. Nr. Tiverton. 01884 861045

SIERRA GHIA



Automatic, 12 months MoT, Good solid original condition, interior excellent, all electric's work, runs/drives lovely, the automatic is very smooth. Full DVLA history, genuine car. 07581 680843

SIERRA GL

1990, £100. 2.0 litre kit car donor or spares, no offers, buyer collects. Carmarthenshire. 01570 480149

SIERRA XR4X4



1988, 128,000 miles, £4,000. One owner since 1989, garaged. Full service history since '89. No expense spared to keep in excellent condition. Partial restoration at 122,000 miles (2006) included full respray in original colour. New clutch fitted 2012. New tyres and S/steel exhaust, MoT July. Price includes lots of spares including some body parts and most lights. West Sussex. 01403 255712 (HP)

THAMES 300E VAN

THAMES 10 CWT VAN



1949, 44,075 miles, £19,750. Very rare garage find, dry stored 15 years, amazing condition, new battery, coil, leads, plugs, hoses, serviced, now runs great. Surrey, 01306 886808 / 07785 296556 (GB)

THUNDERBIRD

THUNDERBIRD



1991, £1,295. 2 door coupe LHD 3.8 litre V6 rear wheel drive. H reg (1991). In arctic white with blue flash. Blue half leather interior and blue headlining. Engine runs really well and auto box changes fine. It is fitted full stainless steel exhaust systems and has an expensive set of mono 7 spoke alloys and decent tyres all round. West Midlands. 02476 160817 or 07951 361719 (HP)



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£Under £1,000, Wanted. Any make/ model. Any year, Any condition. For a rebuilding project by enthusiast, now in retirement, Durham, 07467 261146 (PB)

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4 WHEEL CARTRAILER

£300. Cable winch & ramps, needs new brakes & drums, lightweight & tows well. Also Ford Pinto RS2000 block assembly, new, £500 ovno. Notts 01623 633785

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EPOA, New in box, Have 3 1970's. Ford Capri, Cortina, Granada, Escort, All 006mm. N Devon, 07971 687318

ESCORT MK2

£POA. Door mirrors, inner back door handles pair, pair of RS 2000 rear bumper end caps, MK1 chrome wiper arms, assorted brackets for bumpers etc. Somerset 01458 834140

£POA. Zephyr Mk I/II new water pump £40. Ford car manuals, Consul, Zephyr, Zodiac, V8 Pearson £6 each. Factory Mk III illustrated book of parts £15. Granada hub caps £5 each. Lancaster, 01524843902 (PB)

FORD CAPRILAZER CLOCK



£60 the lot. Speedo, battery, oil, petrol, water gauges. Facia + MK3 headlamp bezel, post free. Surrey. 020 8399 7541

FORD COURIER



1995 / 2002, £20, Rear goor handle. New old stock, 07855 376107

FORD GRANADA

1992, £Call with offers. Off side front wing in Good Condition. Also Daihatsu 4 Track Front Wings in Good Condition, Bristol, 07510 171711

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£350. 20L silver top Zectec engine with sump flywheel clutch. Was fitted to MK4 Fiesta, Lanarkshire, 07774 772333

FORD RS2000 MK2



£1,650. In stunning condition very rare items, old school classic. No longer available from ford, 07867 840819

FORD SIERRA DOOR MIRROR

£POA. (Manual) in black £12+ Postage Sussex 07860 469764

FOUR FORD ALLOYS 6 X 13



£120. With nuts, plus spare tyre and 4 good matching steel belted tyres 185 x 60 x 13 free with wheels. East Yorkshire. 07979 406536

MK5 ESCORT RS2000 RECARO INTERIOR



£875. In grey and very rare item, this interior comes with 4 headrests door cards, rear seats, with rear armrest, in mint condition no wear on any of the bolsters no burn marks. This interior is in storage and would be ideal for any project or up grade. Please note no offers or no time wasters serious inquiries only. West Midlands, 07879

MODEL 'B' CHASSIS

£5,500. Made by Chris Boyle at Rodline. Unused 1972 Corvette 350 V8 auto or 1950 8BA flathead V8. manual box. 1974 Ford Torino rear axle and prop shaft. Devon. 07975 752170 (PB)

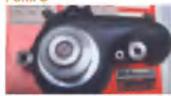
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£100. Wheels, turbine spokes with lock nuts and 2 keys. Suffolk. 01284 764286

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£POA. Mk 1 troverriders N.O.S., mint. Mexico Mk1 lozenge air cleaner with adjustable nozzle, metal, v rare. Carburettor also available, 1600E bits, badges, over riders. Granada 3 strusts T.C. AS. W Sussex, 01243 814826

FORD CAPRI

1996, £POA. 2 front wings and plastic inserts in very good condition, £30. Tailgate for Mk II Capri, no glass, in very good condition, £20. With rear spoiler. Various other items. Call for details. West Yorkshire, 07808 887093 (PB)

PARTS WANTED

FORD FIESTA

Wanted. CVT gearbox wanted for 1.3 LXi Fiesta, Cash waiting, will buy wholecar if needed. For working gearbox, London, 020 8361 8154/ 07999 835380 (JP)

FORD FIESTA GEARBOX

1995, Wanted, Must be CVT automatic for 1.3 LXi. Will buy whole car if needed, 020 8361 8154 (RB)

FORD FIESTA MK 4

Wanted, Wanted salvage car for gearbox, must be automatic CVT to fit Mk4 1.3 LXI 1995, London, 020 8361 8154 or 07999 835380

FORD FIESTA MK 41.3 LXI

Wanted. Automatic gearbox, will buy whole car for working gearbox. 020 8361 8154

FORD GRANADA MK 1

Wanted. New spare parts wanted - Rear Lights (or just lenses), Front Wings, Any Emblems/Badges. Chrome Door Handles - absolutely ANYTHING considered. West Yorkshire, 01274 631066

TOWBAR

Wanted, For Mk3 Fiesta, Must be excellent condition. No scrap please. London, 020 8361 8154 (PB)

MISCELLANEOUS

BRADBURY

£400. Four post vehicle hoist, type used in MoT stations. Yellow posts, good working order, 3 phase motor. Not in use at the moment, as no room to use it. Durham, 07907 598125

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£400, P80 RMB, Sheffield, 0114 265

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£350 inc Transfer. Private Reg no. N13 BAF, on Retention, 01530 460573

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1970s-80s, £POA. Orange marshalls coat/jacket/t-shirt etc. Also other club items wanted. Send details to Steve Warner, Northants, 01933 650742

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£25 ono. Many, various. Motor Mart, Practical Classics, etc. Ideal for collector, Carmarthenshire, 07974 609857 (RB)

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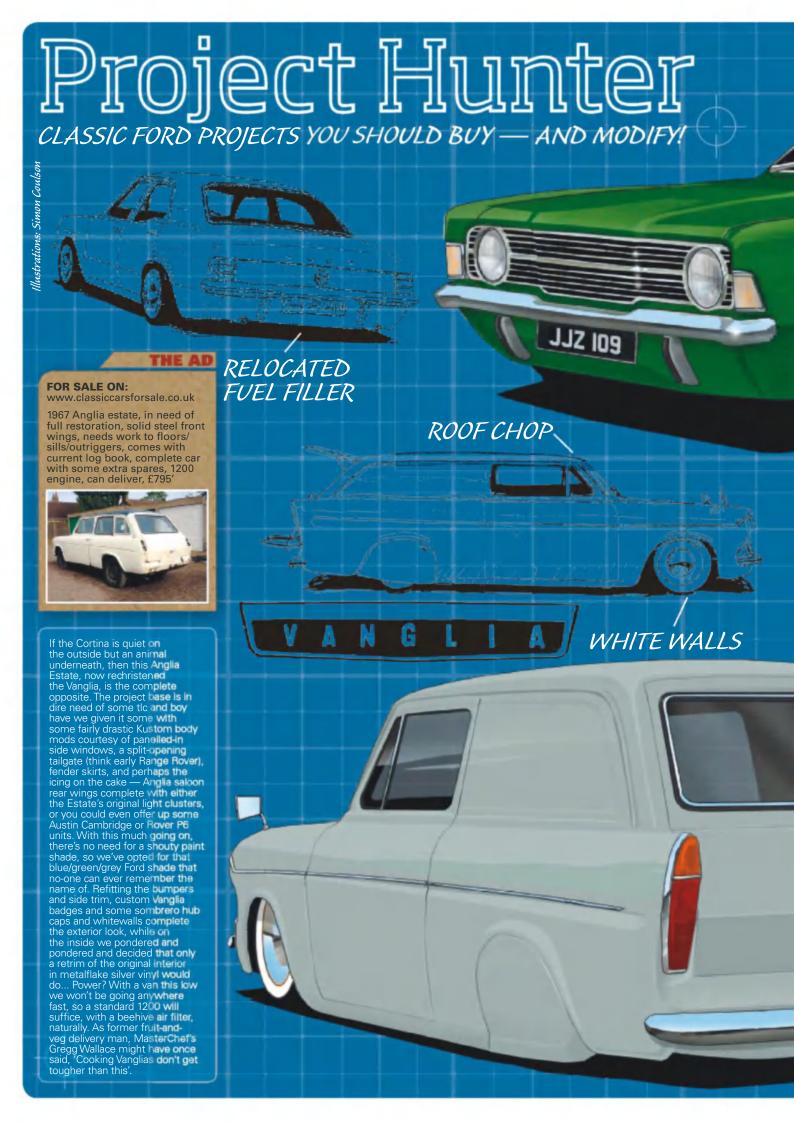
£POA. Ford Cortina hand books. Surrey. 020 8641 4238

OLD CARMAGAZINES

£2 each mag. Street Machine 1984 x 1, 1983 x 3, 1988 x 2, 1987 x 3. Car Mechanics 1963 £3. Rod and Custom 1978 x 1. Autocar 1981 x 3. Sports Car 1958 x 1 £3. Practical Motorist 1964 x 1 £2. Will post. Devon. 07971 687318

PRIVATE COLLECTION

£50 Joblot. Of Approx. 50 Haynes, RAC, Pitmans workshop manuals 1960's - 1990's. Also handbooks EE, Fords, BLMC, Vauxhall, Beetle. Job lot or enquire for single item. Lancs. 01524 849543





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MODYSHELL, GRP4 CLUB SPEC

4 LINK KIT REINFORCED BODY BOXES 5/8 JOINTS, BUSHES, SPACERS & BOLTS. 4 LINK KIT HEAVY DUTY C/W BIG BUSHES. EVB JOINTS, MIA BOLTS TO SUIT ESCORT RUNNING REAR COIL OVERS BODY BOXES REINFORCED PR 572 4 LINK TO CHASSIS SKIDS .. PANHARD ROD KIT ADJ 5/8 COMPLETE. PANHARD ROD KIT FIXED TOWER 581 £75 FANHARD ROD ADJ L/H TOWER . ANTI TRAMP BAR KIT MKT £108 ANTI TRAMP BAR KIT MK2. SQUARE TALL REAR TURRET BOXES PR \$42 TURRET AND ANTI TRAMP AXLE BRACKET. EA \$3.50 \$45 518 FUEL TANK PLATFORM. TO SUIT SHAPED ALLOY TANK CAV STRAPS. £88
DRY SUMP TANK, MOUNTING PLATFORM. £25 4 LINK CROSS BRACES (BODY BOXES) ... PR £17 GROUP 4 MK2 FIREWALL KIT. FITS WITH TURRETS INC BOOT INFILLS KIT 576 MKT & 2 NONE TURRET FIREWALL ALLOY PLATE .. \$46 SPRING HANGER SKIDS. PR £10 BOTTOM RADIATOR OUT OUT £12 + GUSSETS .. £18 TOP RAD MK2 GUESTIT PANEL £28

BODYSHELL, GROUP 4 WORKS SPEC

4 LINK BODYSHELL KIT INC. BRACKETS.
COVERS, SKIDS, LONG LINK BOLTS/TUBES AND
CROSS IERACES MK2. £160
A LINK ROD GRP4 SPEC 1/2 BUSHED \$42
4 LINK ROD GRP4 SPEC 5/8 INESPED \$46
MK1 GRP4 SHORT LINK BODY BOX KIT \$114
GRP4 MK2 4 LINK KIT. COMPLETE \$500
GRP4 PANHARD ROD KIT LIH OR RIM
TOWER \$130
BRP4 PANHARD ROD TOWER MULTIPLECE
LH OR RH WORKS SPEC. 258 GRP4 ROUND REAR ILLINETS PR \$98
ZT GEARBOX TUNNEL COMPLETE \$100
BULKHEAD PLATE 1 PIECE \$13
BULKHEAD PLATE 3 PIECE
ATLAS LONG DIFF TUNNEL \$20
BULKHEAD GUSSETS 1 X SHAPEO
FRONT CHASSIS SKIDS PR £20
CHASSIS TO SILL SKIDSPR 520
STRUT TOP REINFORCING PLATES GRP4 PR \$58
REAR INNER STEEL ARCH INFILLS
SEAT SUB FRAME MOUNT KIT (WELD IN) \$40
WELD IN FRONT CROSS MEMBER CHASSIS
INSERTS SET OF 4. \$20
15' INNER REAR WHEEL ARCH TUBS PR 6230
MK1 WORKS STEEL ARCHES SET 6520
ROLL CAGE TUBE 2 METRE 38MM
GRPA WAITS CHASSES BRACKET KITS
MULTIPIECE FORMS BOTH SIDES
GRP4 WAITS HARS GOLD BUSIED PR SB1
Bid. a Maria Maria Arten Should - LK 201

STRUT BRACES

GRP4 STRUT BRACE KIT WITH WELD ON	
BRACKETS AND STEEL BAR PLATED	£48
WITH ALLDY BAR	270
WITH OVAL STEEL BAR POWDER COATED	\$76
MK1 WORKS FLAT TYPE BOLT ON	
STRUT BRACE CAW BRACKETS	£48
MKZ BOLT ON ADJUSTABLE STRUT BRACE	
KIT STELL OR ALLOY BAR	CAR

The second secon	
WORLD CUP X - NEMBER, FULL GRP4 SPE	C 9396
WOXM CLUB STD OR LRM CROSSMEMBER	£210
WCXM BASE FULL GRP4	5325
WCXM BASE CLUB STD OR LRM	£130
	950
DOUBLE WIDTH KIT	950
GRP4 TENSION STRUT KIT TARMAC	\$325
GRP4 TENSION STRUT KIT FOREST	E400
ANTI ROLL BAR T/STRUT 5/8 \$130	3/4 £150
COMPRESSION STRUT KIT FIXED	\$130
COMPRESSION STRUT KIT IN-SITU ADJ	
16V ASTRA CHASSIS ENGINE MOUNT KIT ALSO OHC / X-PLOW.	270
KIT ALSO OHG / X-HLOW	
TRACK CONTROL ARMS TGA'S IN-SITU ADJUSTABLE TCA'S, INNER	
HI SILE - MODEL OF THE LOUIS TO VELL	PR 9180
RUBBER BUSHED	PK \$180
IN-SITU ADJUSTABLE TCA'S, 5/8 R/JOINTS + RITING KIT RUBBER BUSHED ADJ TCA HISTORIC	DO CTAD
DUDDED GUIDLED AD LTCA LUCTORIO	DD 0185
RAJOINTED ADJUSTABLE TCA. HISTORIC	00 0100
PEIDOOD TRACK ROO END GEN FORD.	
WATTS LINKAGE KIT ATLAS	
WATTS LINKAGE KIT ENGLISH	
PTITE STEEDED KIT	-CAR
SHORT REAR SPRING SHACKLES	PR 539
U BOLT PLATES	PR 629
TWIN CAM ANTI ROLL BAR	
MULTI LEAR ODIGINAL FOREST	
5 LEAF SUPPER SPRINGS	MIR \$210
SINGLE LEAF TAIGMAG SEITTER SPRINGS	
146LB	PR \$225
TARMAC MULTI LEAF SLIPPER SPRINGS.	
CD6 MK1 4 LEAF TWIN EYE SPRINGS	
MICE SINGLE LEAF TWIN BY LAGLEY SPRINGS.	
MK2 MULTI THIMAC LOW TWIN EYE SPRINGS	PR \$200

STEERING AND BRAKES

CALL PEDAL BOXES HAVE GENUINE **GIRLING MASTER CYLINDERS)**

MKZ BIAS ADJ PEDAL BOX CABLE	-\$290
MK2 BIAS ADJ PEDAL BOX HYD	3355
MK1 BIAS ADJ PEDAL BOX GABLE	£340
MK1 BIAS ADJ PEDAL BOX HYD	-5400
GRP4 THROTTLE PEDAL	£40
TUBE DASH ADJUSTER	
FLEXIBLE CLICK DASH ADJUSTER	
ALLOY RESERVOIR BRACKET FROM \$1	
AP RESERVOIR + BRACKET PUSH ON	
GIRLING RESERVOIR THREADILD	£18
HYDRAULIC HANDBRAKE KIT	\$70
ALLOY PRO HYDRAULIC HORIZONTAL	
HANDBRAKE COMPLETE	£122
VERTICAL PRO ALLOY HANDBRAKE	E145
BIAS PROPORTIONING VALVE SCREW TYP	
MK3 ESCORT REAR CALIPER MT BRACKETS.	PR \$20
SIERRA REAR CALIPER MT BRACKETS.	PR 625
The second secon	-

GENUINE AP DISC & CALIFERS

MONTE CARLO ESCORT CALIPER	EA \$590
MONTE CARLO AP BRAKE DISC	EA \$170
FOREST AP ESCORT CALIPER	EA £625
FOREST AP BRAKE DISC	EA \$145
GRP4 2383-2382 REAP CALIPER	EA \$540
GRP4 AP SOLID REAR DISC	EA \$155
AP2577 REAR TWIN POT CALIPER WITH	CABLE
HANDBRAKE MECHANISM FITTED	EA £340
13" AP GRP4 FRONT DISC BELL	EA \$22

NEW AP RADIAL 13" FRONT BRAKE RIT HTS WITH 13" WHEELS ONTO MKZ ESCORT CVW VENTED DISCS, ALLOY BELLS, MOUNTING BRACKETS, PADS AND PIPES \$1,180

AP 16" RADIAL FRONT ESCORT BRAKE	KIT.
305 DISC.	£1,430
AP MONTE CARLO GRP4 ESCORT FRO	
HISTORIC BRAKE	KIT-£1,900
AP FOREST GRP4 ESCORT FRONT	
HISTORIC BRAKE	KIT \$1,700
1016 X 22MM VENTED DISCS TO USE	WITH
PRINCESS CALIPERS. PLAIN	PR 988
OR WITH GROOVES	PR \$120
PRINCESS 4 POT CALIPER SPACER KIT	\$40
GRPI CALIPER SPACER KIT. M16	
GIR ING MASTER CYLINDER 625 ETC	
R82000 GEN FORD TRACK ROD END.	540
GRP4 CAST STEERING JOINT	
GRP4 CAST STEERING JOINT LONG	
2.8 CAPRI VENTED FRONT DISCS	PR \$58
2.6 CAPREVENTED GROOVED DISCS.	PD 606

MK2 ESCORT BRONZE BUSHED H/D	
GEN FORD QUICK RACK	\$230
WITH NEW LONG RACK ARMS FIT ED	\$260
MK2 ESCORT ALL NEWHO K/C	
QUICKRACK RHD / LHD	\$350
SIERRA REAR DISC BRAKE KIT	\$395
SIERRA CONVERSION HANDBRAKE CABLE	. 125

ELECTRIC POWERSTEERING KITS USING VAUXHALL GORSA MOTOR ALL BRACKETS TO FIT FORD ESCORT MK1 & 2 RHO + LHD \$850

SUSPENSION AND MOUNTINGS

ALLOY 2 14	4" SPRING SEAT, 1" TALL	\$10
ALLOY 2 14	4" SPRING SEAT, 3" TALL	E17
ALLOY 2 14	I LOCK RING.	ist.
ALLOY 2 LA	t' D SHAPE TOP CAP	210
ALLOY 4" S	PRING SEAT SHALLOW	929
ALLOY 4°S	PRING SEAT, DECP	633

CO BILSTEIN STRUT CASINGS GROUP 1 FIXED CUP 6165 GROUP 4 THREADED ADJUSTABLE \$176

BILSTEIN FRONT INSERTS

260/60 LONG	£120
300/70 LONG	£120
300/70 SHORT	\$123
300/100 LONG	£123

BILSTEIN REAR DAMPERS

GRP1	MK2	ESCO	RT	STD	AT	PR	£210
GRP4	TURR	ETED	22	0/11	0	PR.	£200
GRP4	REAR	COIL	OV	BB	220/110	PR	£365

ESCORT FRONT TOP MOUNTS

RUBBER ROLLER BEARING TOP MOUNTS... EA \$120. GRP4 2 PIECE CONCENTRIC ALLOY BLACK EA \$80.00 ECCENTRIC OFFSET ALLOY TOP MOUNT .. EA \$68.00 RUBBER TOP MOUNT CAN SPIERICAL BEARING. EA \$75.00 CONCENTRIC ALLOY TOP MT FLAT EA £85.00 HIGH ANGLE TOP MT NUT + WASHER ... EA SIG.50 ALLOY RISTM LOOK BLACK. PLASTIC DUST COVERS RBTM. PR 611

FRONT HUBS STUDS + NUTS

GRP4 ALLOY FRONT HUB	985
GRP4 FRONT WHEEL STUD	£4.78
GRP4 WHEEL NUT	52.73
GRP4 WHEEL INSERT	£1.75
ALLOY HUB CAP STD K& B/B	159.00
GRP4 WHEEL INSERTS	\$2.50
GRP4 MACHINED WHEEL SPACER	49.00
STD M12 WHEEL STUDS LONG	£1.20
OPEN IND M12 WHEEL NUT	£1.00
RS2000 + GHIA WHEEL NUT	
GRP4 TO STD M12 CONVERSION NUT	62.00

COIL SPRINGS FOR GUALITY

FRONT BILSTEIN WELD ON STRUT ADJUSTER	
KIT COMPLETE CAR SET 2 1/4	
REAR BILSTEIN 2 1/4 SLIP OVER KIT CAW	
ALLOY SPRING SEATS + TOP CAPS	875
RS2000 FRONT ALL RATES TROM \$50	PR
RS2000 FLAT GROUND ALL RATES. FROM 950	PR
2 1/4 ALL LENGTHS + RAYES	SPR:
2 1/4 PROGRESSIVE 12" & 14" VARIOUS. FROM 669	5 PR
BLUE 2 1/4 HELPER SPRINGS 4"	083
LOWERING BLOCK KITS, 1'- 2'	824

ALLOY PRODUCTS

ESCORT SHAPED PETROL TANK, BAFFLED I	HTIM
FILLER NECK # SPLASH TRAY.	\$200
ESCORT SHAPED INJECTION TANK WITH LH	
SUMP CAW FILLER NECK + SPLASH TRAY	
TARMAC ALLOY ARCHES MK2SE	1 \$325
FOREST ALLOY ARCHES MK2	1531
WIDE TARMAC REAR ARCHES MK2PF	£208
ALLOY FRONT SPOILER GRP4	672
ALLOY FRONT SPOILER HIGH LEVEL	. 988
DRY SUMP TANK, BASE MT	\$128
DRY SUMP TANK, BR4 TYPE BREATHER	
ALLOY CRANK CASE BREATHER BOX	849
ENGINE ALLOY UNION	8
REAR MK2 LAMP PROTECTORS	gits.
ALLOY BATTERY TRAY (240 X 175)	
MK2 CENTRE INSTRUMENT PANEL	
THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	-

ALLOY SWIRL POT FUEL 1.5UR	110
FLEL PUMP BRACKET, TWIN FACET	235
MK2 DASH BINACLE INSERT	
LITRE CATCH TANK 2 x 1/2 FITTINGS	253
LITTRE CATCH TANK CAW BREATHER	283
2 LITRE CATCH TANK 2 x 1/2 FITTINGS	653
RESO BATTERY TRAY FLAT BLACK	E74
RT30 BATTERY TRAY VERTICAL BLACK	670
REAR MK2 ALLOY BOOT SPOILER	082
CO-DRIVERS ALLOY FOOT REST	640
DRIVERS PUNCHED HEEL PLATE	626

GEARBOXES

5 SPEED 2F DIRECT TOP FULL SPEC GEARBOX
C/W TOWER + LEVER \$6,500 +VAT \$7,800
5 SPEED TYPE 9 TRACSPORT STRAIGHT OUT
227 \$1,750
5 SPEED TYPE 9 TRACSPORT SEMI HELICAL
2.48 18
4 SPEED RS2000 TRACSPORT H/D STRAIGHT
CUT 2.2 1#
ABOVE GEARBOX ALSO AVAILABLE WITH ALLOY
MAINCASE, HVD MAINSHAFTS & LAYSHAFT PINS

NEW ATLAS AZLE CASINGS

PREPARED TO THE MIGHEST CRE'4 STANDARD
FULLY FLOATING GRP4 ATLAS AXLE CASING.
THICK TUBE WITH STUB AXLES, DOUBLE
PINNED AND BREATHER
2 DIAMOND 4 LINK BRACKETS, WELDED 960
2 GRP4 DAMPER BRACKETS, WELDED \$50
2 SPRING SADOLES, HEAVY DUTY, WELDED . 1160
GRP4 PANHARD ROD BRACKET, WELDED . \$32
2 AP CALIPER BRACKETS. WELDED
FULL SPEC CASING WITH SRP4 BRACKETS., £745
2 FIF L/RINGS LH/RH PR £32
GROUP 1 THICK TUBE ATLAS AXLE CASING
WITH ORIGINAL ENDS DOUBLE PINNED AND
BREATHER £468
2 SPRING SADDLES, HEAVY DUTY WELDED \$60
2 DIAMOND 4 LINK BRACKETS, WELDED 960
2 DAMPER BRACKETS, WELDED650
PANHARD ROD BRACKET, WELDED
(BABY 48 1/2, NARROW 49 7/8, WIDE 52 INCH)
And the second s

DRIVESHAFTS AND FLANGES

TOP QUALITY GROUP 4 FULLY FLOATING HALFSHAFTS

740-770 F/F INC NL/T	£140
790-820 F/F INC NUT	
740-770 M SPECIALS INC NUT	.5225
GRP4 FULLY FLOATING FLANGE	-585
GRP1 2 PECE SHAFT 18 TOOTH GRP4.	
18 TOOTH BABY, NARROW OR WIDE	£150
GROUP 1 WHEEL FLANGE	968
GRP1 BABY ATLAS / ENGLISH 16 SPLINE SHAFT.	E150
HALF SHAFT RETAINER PLATE	96.50
DRUM SPACER PLATE	25.50
18 TOOTH ZF ATLAS SIDE GLAR	
The state of the s	

QUAIFE BIG BEARING HUB KIT BOLTS ONTO ENOLISH / ATLAS AXLE G/W 16 SPLINE, 18 SPLINE SHAFTS COOL

FULLY FLOATING T/T METRIG REAR HUB \$65
GRP4 F/F REAR STUD, INC BOLT
METRIC REAR F/F HUB BEARING
SIEEL O RING CARRIER
F/F HUB AXLE BEAL KIT
STEEL SPUT LOCK RING LIVEN
WEAR FF ALLOY AP DISC BELL
ZF ATLAS 18 SPLINE MOTORSPORT LSD \$1200
ZF ATLAS MOTORSPORT PLATE KIT
ZF ATLAS WAVY PLATE EA 625
ZF ATLAS STEEL LSD END PLATE
ZF ATLAS STEEL LSD HOUSING
ZF ATLAS DRIVE PRICTION PLATE EA \$30
ZF ATLAS LSD END THRUST WASHER EA \$18.50
5.3 AND 5.8 ATLAS C.W.PSET \$485
4.9, 4.1 AND 4.375 ATLAS C.W.P SET \$485
6.1 ATLAS C.W.P. (BEST AVAILABLE)
SALISBURY ENGLISH 22 SPLINE LSD UNIT
CAW BIG SIDE BEARINGS AND CROSS PINS. \$550
SALISBURY ENGLISH 16 SPLINE LSD UNIT
C/W DIG SIDE BEARINGS AND CROSS PINS. 1550
18 SPLINE ENGLISH LSD UNIT
SALISBURY ENGLISH STEEL END PLATE
SALISBURY ENGLISH DIFF PLATE SET
SALISBURY ENGLISH STEEL LSD HOUSING £160
4.4 INGUSH C.W.P SET
4.7. 4.9. 5.1 ENGLISH C.W.P SET £250

NEW ALLOY BELLHOUSINGS

GV/ ACTIVA TO PODO	0170
6V ASTRA TO FORD	21/8
852000 CABLE	£178
IS AND 5 SPEED TYPE 9 HYDRAULIC	\$210
MOODE CABLE	£180
DONE HADDRIED	6200

Carlo			
BORG WARNER TO PINTO RS	NEWMAN CAMSHAFTS PROVEN RESULTS	FIA • COBRA BUCKET SEATS • FIA	OMP MK2 SAWELL BOSS 540
BORG WARNER TO VALIXHALL	PINTO OHC FAST RD. RALLY OR RACE £116	IMOLA PRO LOW SIDE STD GRP	OMP MK2 SAWHELL BOSS £46 MK2 POWERSTEERING KIT £850
DURATEC TO TYPE 9 CABLE	PADDED CAM FOLLOWERS	IMOLA PRO GT LARGE GRP	
DURATEC TO TYPE 9 HYD \$300	X-FLOW FORD FULL RANGE OF DAMS \$100	SUZUKA PRO HIGH SIDE STD GRP£424	AP MONTE CARLO (1201)
TOYOTA 4AG TO TYPE 9	OHC PINTO VERNEIR PULLEY	SUZUKA PRO GT LARGE GRP. \$435 MONACO PRO STEEL FRAME. \$180	AP FOREST FULL PAD (1864)
ZF TO BDA HYD WORKS TYPE \$245	TINTED BRONZE OR CLEAR, FULL SET	ALLOY SIDE MT SEAT FRAME KIT	AP FOREST FULL FAD (1004)
ZF TO DOM HTD WORNS TIFE.	(AREDALE) \$270		DUNLOP TYRES 13IN, 14IR, 15IN, 16IN AND
INLET MANIFOLDS TWIN CARB 16V ASTRA, RED TOP; STRAIGHT	(AIREDALE) 5270 MK2 CARBON DOOR CARDS PR \$95	TRS HELMET HAMMOCK MESH	17IN TARMAC RALLY MOULDED PATTERN
16V ASTRA, RED TOP, STRAIGHT	MK2 INNER REAR QUARTER CARBON	NAV MESH MAP POCKET. SMALL \$10 LARGE \$12	200/530-13 X22-X08 (215/45)
	PANELS PR \$80	LARGE S12	235/530-13 X22-X08 (225/45)
CLUTCH AP COMPETITION	CARBON MK2 ROOF VENT \$160 MK1 ESCORT SAFARI ROOF VENT \$130	AVANTI MAP LIGHT \$30 TWIN HELMET BOX \$50	200/585-15 X22-X08 (215/45). \$173 220/585-15 X22-X08 (225/45). \$175
RS PINTO 8 1/2 SPRUNG PADDLE PLATE \$195	mili pasani arrivi noti yeni	PIPERCROSS AIR FILTER TWIN BOX BOA PINTO	2201000110 NEE-1000 (220140)
RS PINTO H/D COVER	GEAR REDUCTION STARTER MOTORS	X-PLOW, ETC. \$92	FOREST TYRES 13IN AND 18IN 166/80-13 SP85
7 I/4 AP TWIN PLATE CLUTCH. \$435	PINTO, X-R.OW, BOA, ETC FROM \$160	a distance immersion of	165/80-13 SP85
7 1/4 3 BLADE PADDLE PLATE \$115 7 1/4 4 BLADE PADDLE PLATE \$150	MKT ESCORT BOWL AND LOOM	* CABLES & LINKAGES *	165/80-13 SP61
RS2000 H/D ORGANIC ROAD KIT \$296	HELLA 3000 SPOT LAMPS	TWIN CARLE DELLORTO STEEL 950	195/10-13 SP82 5130
TOLOGO TED CHICAGO TOTO TOTO TOTO TOTO	MK2 ESCORT MOULDED SHAPED, POLY MUD	THROTTLE CABLE I METRE. \$5	A SELECTION OF TYRES IN STOCK
COMPETITION EXHAUST MANIFOLDS	FLAPS, BLACK, BLUE OR RED, SUPERS FIT	THROTTLE CABLE 3 METRE	
CONSIST OF A STATE OF THE PARTY	SLT OF FOUR \$130	RS2000 CLUTCH CABLE \$16	NEW FIBREGLASS PRODUCTS
RS2000 GRP2 3 PIECE 2 1/4 AND 2 1/2\$155 N/A COSWORTH 3 PIECE 2 1/4 AND 2 1/2\$205	FACET RED TOP PUMP KIT	RS2000 HEAT SHIELDED CLUTCH CABLE. \$24 RED PULL CABLE 6FT \$10	LORD ESCORT MK1 AND 2
16V ASTRA INTO MK2 ESCORT \$205	ALLOY FILTER KING LARGE BOWL \$45	RED PULL CABLE 12FT \$12	FORD ESCORT MK1 AND 2 BONNET WITH INTERNALS \$125
X-FLOW 4 INTO 3 RALLY \$145	ALLOY FILTER KING LARGE BOWL AND GAUGE	RALLY ESCORT T-SHIRT	BONNET CARBON LAYER INTERNAL \$210
DURATEC INTO MK2 ESCORT \$197	562	RACETEC 8000 RPM TACHO £130	BOOT LID PLAN MK1 AND 2
16V ZETEC RWD INTO MK2 ESCORT\$167	NAVIGATORS PYRAMID, ALLOY FOOT REST . 5:18	STACK ST200 10500 RPM TACHO \$240	BOOT LID CARBON LAYER, INTERNAL
FAST ROAD COMPETITION 21N MANIFOLDS	HAPNESS EYES £1 50 EYED BACKING PLATE £1	TERRATRIP 303 PLUS C/W REMOTE HEAD DISPLAY \$295	BOOT LID WITH SPOILER MK2
AND RESIDENCE OF THE PERSON NAMED IN COLUMN 2 IN COLUM	BOOT SPRINGS PARE PR \$7	TERRAPHONE CLUB INTERCOM \$96	MK1 WORKS BURBLE ARCH SET 695
RS2000 4-2-1 OHC	BONNET PINS		MK2 ALLOY PATTERN ARCHSET £95
1300/1600 X-FLOW	ALLOY 69	* SEALED HIGH OUTPUT BATTERIES *	MK2 FOREST 76 SPEC ARCHSET 590
XR3CVH 4-2-1	ALLOY FOOT PEDALS SHAPED SET \$11 LIGHTWEIGHT 19MM RALLOY WHEEL BRACE	RT25 182x77x168mm \$115 RT30 250x97x156mm \$155	RS1800 BOOT SPOILER
XR2 MK1 X-FLOW	ON BRACKET AND SPIN HANDLE	RT30 250x97x156mm £165 RT40 250x97x206mm £175	MK2 REAR BUMPER
STOCK, MANY MAKES AND MODELS TO	GRP4 NAVIGATORS ALLOY POOT REST	RT35 ANTI VIBRATION	KEVLAR
ORDER.	DRIVER ALLOY HEEL PLATE	PCS80 ANTI VIBRATION	MK2 QUARTER BUMPERS
The state of the s	MK2 ALLOY CENTRE CONSOLE \$30	PC925 ANTI VIBRATION	KEVLAR 667
COMPETITION EXHAUST SYSTEMS	MK2 ALLOY CENTRE CONSOLE	MKI ESCORT LAMINATED WINDSCREEN \$75	MKI REAR BUMPER 939
PINTO 2 1/2 RIGHT HAND, SINGLE BOX \$144	O/P PLASTIC CONF CLAMP 538	MK2 ESCORT LAMINATED WINDSCREEN \$75 MK1 ESCORT HEATED WINDSCREEN \$225	MKT F/G CHROME QUARTER BUMPERS
PINTO 2 1/2 RIGHT HAND, TWIN BOX \$152	Q/R PLASTIC CONE CLAMP. 638 TRS Q/R WHEEL STRAP REMOVABLE 636	MK2 ESCORT HEATED WINDSCREEN \$220	ORIGINAL LOOK £110
PINTO 2 1/4 RIGHT HAND, SINGLE BOX£122	EXHAUST PACKING		MK1 WORKS CENTRE CONSOLE£74
PINTO 2 I/4 RIGHT HAND, TWIN BOX	BATTERY CUT OFF SWITCH FIA	POLYCARE WINDOW KITS CLEAR OR BRONZE	MK1 6 DIAL DASH TOP RH OR LH
THE ABOVE ALSO FIT N/A COSWORTH/ASTRA. CROSS OVER PINTO LH 2 1/4 CENTRE PIPE.	SAFETY STICKER SHEET	MK2 ESCORT 7 PIECE KIT	BATTERY BOX
ADD \$12	DOOR SQUARES	MK1 ESCORT 7 PIECE KIT	CARBON LOOK \$53
	MUD ELAP MATERIAL AMM DED/BLACK/BLUE	MKT 5 PIECE KIT WITH SLIDERS. \$330	CARRON CORNER ARCH GUARDS, MK2 PR 650
FAST ROAD COMPETITION 2IN SYSTEMS	9.5		MK2 CARBON DOOR MIRRORS
RS2000 MK2 SINGLE BOX 2IN	MUD FLAP MATERIAL, 5MM BLACK/BLUE £15	MK1 FRONT WING S88	CARBON ROOF VENT
RS2000 MK2 TWIN BOX 2IN	ALLOY MUD FLAP BRACKETS	MK2 FRONT PANEL \$97	MEXICO MK2 FRONT SPOILER 845 MK2 NAVIGATORS DASH POD 555
ESCORT MK 2 X-FLOW TWIN BOX	STEEL THRUST BEARING CARRIER PLUS	MK2 DOOR SKIN. \$76	MK2 FULL SIZE UNDER FLOOR KEVLAR
MK 1 ESCORT X-FLOW TWIN BOX \$106	ROUND NOSE BEARING RS PLUS TYPE 9 £47	MK1 FRONT PANEL STORMS TO MAN SEE SEE	MK2 FULL SIZE UNDER FLOOR KEVLAR GUARDS PR 6435 MK1 SAFARI ROOF VENT KIT
XR3 TWIN BOX WITH 3I SS END	ALUMINIUM CLOTH HEAT SHIELD, 50 X 50CM	MK1 FRONT WING STD	MK1 SAFARI ROOF VENT KIT
XR2 MK1 TWIN BOX 3I SS END \$130 XR2 MK2 CVH TWIN BOX \$125	the greatestern style technological sections and particular sections are sections and particular sections are sections and particular sections are sections and particular sections and particular sections are sections and part	MKT SLAM PANEL THIS IS JUST A SMALL SELECTION OF PANELS	MK2 CARBON INNER QUARTER PANELS 594
SYSTEMS AVAILABLE ESCORTS MK5 + 6 +7	MK2 ESCORT ALLOY GRP4 RADIATOR	AVAILABLE: FULL RANGE IN STOCK.	MAZ GANDON INNERS MONSTER PRINCES JUICE HOM
CAPRI, CORTINA, FOCUS, TALBOT SUNBEAM,	SUIT MOST ENGINE TYPES C/W FAN, BRACKET		COMPONOTIVE WHEELS
PEUGEOT, TOYOTA COROLLA ETC, ETC	AND SENDER BOSS \$250	MK1 ESCORT BOLT IN SAFETY DEVICES	FORD ML AND MO RANGE
BOLT OH SAFETY AND SERVICE PARTS	M LINE 280MM FAN	ROLL CAGE WITH DIAGONAL \$470 MK2 ESCORT BOLT IN SVD MULTI POINT ROLL	5.5 X 13
BOLL OIL SAFETT KND BERTIGE PARTS	SCHOOL ON SWITCH	CAGE ARCH OR TURRET MOUNT WITH	6 X 13 £115
5-SPEED RUDINTED QUICKSHIFT	BDA SILICON TOP AND BOTTOM HOSE PR \$68	DIAGONAL \$545	7 X 13
4-SPEED R/JOINTED QUICKSHIFT	BDA HEATER HOSEPR \$89	MK1 S/D "WELD IN" ROLL CAGE C/W ALL	8 x 13
5-SPEED Q/SHIFT KIT	13 ROW OIL COOLER	MK2 S/D "WELD IN" ROLL CAGE C/W ALL	9 X 13 £150 10 X 13 £156
ZF TO ATLAS H/D PROPSHAFT. \$195	PINTO ENGINE HOSE KIT	EXTRAS CDS. \$790	6 X 14 6130
ZF TSTEEL GEARLEVER	VAUHALL TOP + BOTTOM HOSE PR 580	MK2 ESCORT SHAPED DOOR BAR EA \$45	6 X 15£140
ATLAS AXLE TOMM ALLOY BRACE	Indicate his his manual are stored	LINIVERSAL STRAIGHT DOOR BAR EA \$48	7.8.15
ATLAS STEEL WIDE DIFF SKID	NEW PRO FIA 3IN SHOULDER 2IN LAP STRAPS WITH REINFORCEMENTS UR	PINTO ELECTRONIC DISTRIBUTOR KIT \$285 K-PLOW LUCAS ELECTRONIC DISTRIBUTOR \$195	8 X 15
BACK COVER HALF MOON CLAMPS	"THE BEST SELLER"	LUCAS IGNITION MT PANEL SAG	8 X 16
FIRE EXTINGUISHERS	4 POINT Q/R £100	ZF IMPUT SHAFT AND 5TH GEAR £470	8 X 17 \$200
2,25 AFFF PLUMBED IN SYSTEM \$100	6 POINT Q/R \$105	ZF DIRECT TOP BRONZE SELECTOR FORKS	8 X 18 5200
4.0 LTR AFFF PLUMBED IN SYSTEM	B POINT Q/R	1ST & REVERSE FORK	* PRICES INCLUDE VAT *
2.0 LTR HAND HELD AFFF	CLUBMANS 2IN 3 POINT	2ND & 3RD FORK \$210 4TH & 5TH FORK \$200	STD AND GRP4/A FITMENTS STD M12 TO GRP4 CONVERSION NUTS §3.50
MK2 ALLOY O/R LAMP BRACKETSPR \$50	LLOUMN S EN 4 POINT LINE STORY	BRONZ SELECTOR 2F GUIDE RAIL £100	SID MIZ TO SIC 4 CONTENSION HOTS BS.DG
MK1 ALLOY G/R LAMP BRACKETS	TRS TOTAL HARNESSES PIA APPROVED	ZF MAINSHAFT \$730	DHL DELIVERY FROM 612
SIDE MOUNT INTO SILL QUICK LIFT SCISSOR	MAGNUM 75MM 3IH STRAPS G/R	COMP INJECTION FUEL PUMP	WORLDWIDE EXPORTS
JACK NEW \$45	4 POINT Q/R	ALLOY IN ISCTION FIRE FILTER SAT	The state of the s
ORP4 CHASSIS MOUNT SUMP GUARD	6 POINT OVR \$130	OMP CORSICA SWEDE STEERING WHEEL \$140	
WITH 1/4 PLATE, TARMAC	ALL COME WITH FIXING EYES,		121 01
WITH 5/16 PLATE, TARMAC/FOREST	ALL COLOURS AVAILABLE.		-1862,290
NITH 3/8 PLATE, FOREST		-07	5 8500
WITH SKIDS GRP4 MK1 AND 2\$275		01782	77
ZF DEARBOX ALLOY GUARD	The second second	Eax: 0/	THE PERSON NAMED IN
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Can	The second second		4 TO 10 TO 1
THE PARTY NAMED IN	4 POINT OVR 5126 6 POINT OVR 5126 6 POINT OVR 5130 ALL COME WITH TOXING EYES, ALL COLOURS AWALABLE.		Red Cross Garage,

Knypursley, Biddulph, Stoke-on-Trent, Staffordshire STB 7AA





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NEW - RS 4



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Minilight - 13"



RS 4

Minilight - 15"









Starmag 2



Minilight 14"



Rally Special



D1



armag



Price £82.48

Revolite



7x13" Colour: Black Price £82.48

Information

UK Mainland Delivery
Prices: Set of 4
Wheels Only £17.87
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